

Folsom Dam Safety and Flood Damage Reduction (DS/FDR) Final Environmental Impact Statement (EIS)/ Environmental Impact Report (EIR)

Sacramento, El Dorado, and Placer Counties, California

State Clearinghouse # 2006022091

State of California

Lead Agencies:

NEPA Lead Agency: U.S. Department of the Interior, Bureau of Reclamation (Reclamation)

CEQA Lead Agency: State of California Reclamation Board (Reclamation Board)

NEPA Cooperating Agency:

U.S. Army Corps of Engineers (Corps)

CEQA Responsible Agency:

Sacramento Area Flood Control Agency (SAFCA)

ABSTRACT

Both Reclamation and the Corps have multiple authorized projects addressing hydrologic, seismic, static, security, and flood damage reduction issues at Folsom Dam and its Appurtenant Structures (Folsom Facility). The Folsom DS/FDR project has been developed to coordinate Reclamation and Corps efforts at the Folsom Facility to address these issues. This Final EIS/EIR evaluates implementation of the Folsom DS/FDR through identification of a Preferred Alternative for modifications to the Folsom Facility necessary to increase overall public safety. The Final EIS/EIR addresses (1) dam safety and security issues that will be implemented by Reclamation, (2) flood damage reduction measures that will be implemented by the Corps, and (3) the Joint Federal Project Auxiliary Spillway that will be implemented by both agencies. Direct, indirect, and cumulative impacts resulting from the alternatives on the physical, natural, and socioeconomic environment of the region surrounding the Folsom Facility and comments on the Draft EIS/EIR are addressed.

This Final EIS/EIR is prepared in compliance with the National Environmental Policy Act (NEPA), Reclamation NEPA procedures, and the California Environmental Quality Act (CEQA) and CEQA guidelines and meets the requirements of the Energy and Water Development Appropriations Act of 2006. Reclamation intends to adopt this EIS/EIR to satisfy the requirements of NEPA for dam safety and security features described in this EIS/EIR. The Corps intends to adopt this EIS/EIR to satisfy the requirements of NEPA for the flood damage reduction features described in this EIS/EIR.

Comments on this document should be submitted by April 30, 2007.

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Appendix D – Folsom DS/FDR Biological Assessment

Appendix E – Folsom DS/FDR Revised Draft Fish and Wildlife Coordination Act Report

List of Acronyms

APCD	Air Pollution Control District
APE	Area of Potential Effect
AQMD	Air Quality Management District
BA	Biological Assessment
BACT	Best Available Control Technology
BMP	Best Management Practice
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CAS	Corrective Action Study
CCAA	California Clean Air Act
CDFG	California Department of Fish and Game
CDPR	California Department of Parks and Recreation
CERCLA	Comprehensive Environmental Response Compensation and Liability Act
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
Corps	U.S. Army Corps of Engineers
CRHR	California Register of Historical Resources
CSA	Contractor Staging Area
CVP	Central Valley Project
CVPIA	Central Valley Project Improvement Act
CVRWQCB	Central Valley Regional Water Quality Control Board
CWA	Clean Water Act
DS/FDR	Dam Safety and Flood Damage Reduction
DWR	California Department of Water Resources
EA	Environmental Assessment
EGR	Exhaust Gas Recirculation
EIS/EIR	Environmental Impact Statement/Environmental Impact Report
ENSA	Environmental Site Assessment
ESA	Endangered Species Act
FHWA	Federal Highway Administration
FLSRA	Folsom Lake State Recreation Area
FWCA	Fish and Wildlife Coordination Act

FWCAR	U.S. Fish and Wildlife Coordination Act Report
FY	Fiscal Year
HMTA	Hazardous Material Transportation Act
HTRW	Hazardous, toxic, and radioactive wastes
IO	Input Output
IS	Initial Study
ITA	Indian Trust Asset
JFP	Joint Federal Project
LOS	Level of Service
LWD	Left Wing Dam
M&I	Municipal and Industrial
MBTA	Migratory Bird Treaty Act of 1918
MIAD	Mormon Island Auxiliary Dam
MMRP	Mitigation Monitoring and Reporting Program
NAC	Noise abatement criteria
NCCPA	Natural Community Conservation Planning Act
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NMFS	National Marine Fisheries Service
NOA	Notice of Availability
NOI	Notice of Intent
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
OHWM	Ordinary high water mark
PAC	Post Authorization Change
Partner Agencies	Reclamation, Corps, DWR, and SAFCA
PL	Public Law
PMF	Probable Maximum Flood
RCRA	Resource Conservation and Recovery Act
Reclamation	U.S. Bureau of Reclamation
Reclamation Board	State Reclamation Board
ROD	Record of Decision
RWD	Right Wing Dam
RWQCB	Regional Water Quality Control Board
SAFCA	Sacramento Area Flood Control Agency
SARA	Superfund Amendment Reauthorization Act
SDWA	Safe Drinking Water Act
SEL	Sound Exposure Level
SHPO	State Historic Preservation Officer
SMARA	Surface Mining and Reclamation Act
SMAQMD	Sacramento Metropolitan Air Quality Management District
SSLE	Safety, Security and Law Enforcement
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TPH	Total petroleum hydrocarbons

USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
VELB	Valley Elderberry Longhorn Beetle
VOC	Volatile organic compounds
Williamson Act	California Land Conservation Act
WRDA	Water Resources Development Act
6STG	Six submerged tainter gates

List of Abbreviations

cfs	cubic feet per second
CO	carbon monoxide
dBA	decibels adjusted
ft	foot
Ldn	day-night average level
NO ₂	nitrogen dioxide
NO _x	nitrogen oxides
O ₃	ozone
Pb	lead
PM _{2.5}	fine particulate matter
PM ₁₀	inhalable particulate matter
ppm	parts per million
SO ₂	sulfur dioxide

Folsom Dam Safety and Flood Damage Reduction EIS/EIR Executive Summary

Introduction

The Folsom Dam Safety/Flood Damage Reduction (DS/FDR) Final Environmental Impact Statement/Environmental Impact Report (EIS/EIR) describes (1) the Preferred Alternative (Alternative 3 in the Draft EIS/EIR); (2) revisions to Alternative 3 as a result of public comments on the Draft EIS/EIR; (3) changes to effects to the natural, physical, and social environments as a result of the project changes, and (4) responses to comments submitted on the Draft EIS/EIR. This Executive Summary highlights those changes and Draft EIS/EIR comment issues.

On December 1, 2006, the U.S. Department of the Interior, Bureau of Reclamation (Reclamation) and the U.S. Army Corps of Engineers (Corps), and the Corps non-federal sponsors, the State Reclamation Board (Reclamation Board)/Department of Water Resources (DWR) and the Sacramento Area Flood Control Agency (SAFCA), also referred to as the Partner Agencies, released the Folsom DS/FDR Draft EIS/EIR for public review and comment. The Draft EIS/EIR identified five alternatives to address dam safety, security, and flood damage reduction at Folsom Dam and appurtenant facilities (Folsom Facility). The Partner Agencies held public hearings to receive oral and written comments at the following locations: Sacramento, January 9, 2007 and Folsom, January 10, 2007. Transcripts were obtained for all oral comments at the public hearings. The comment period on the Draft EIS/EIR closed on January 26, 2007 after the Partner Agencies issued a four day extension. Federal, State, and local agencies, non-profit organizations, local businesses, and members of the public submitted verbal and written comments.

This document (Volume III of the Folsom DS/FDR EIS/EIR) presents responses to all comments received on the Draft EIS/EIR. Additionally, this document provides revisions to the project description based on comments received on the Draft EIS/EIR. Appendix C of this document contains the revised Folsom DS/FDR Draft EIS/EIR (Volume I and II) reflecting editorial changes.

This document is an abbreviated Final EIS/EIR and its contents must be integrated with the Draft Folsom Dam Safety and Flood Damage Reduction EIS/EIR Volume I and II (State Clearinghouse # 2006022091) to be considered a complete document reflecting the full proposal, its alternatives, and all significant environmental impacts.

Reclamation and the Corps have identified Alternative 3 as the Preferred Alternative. The Draft EIS/EIR originally described Alternative 3 and the Partner Agencies refined it based on public and agency comments received on the Draft EIS/EIR.

Alternative 3 includes the Joint Federal Project (JFP) Auxiliary Spillway, seismic improvements to the Main Concrete Dam and Mormon Island Auxiliary Dam (MIAD), static improvements to earthen structures, security upgrades, replacement of the Main Concrete Dam spillway gates, and a 3.5-foot (ft) raise to all Folsom Facility structures. Table ES-1 identifies the DS/FDR action, the responsible agency, and the issue addressed. Section 2.2 of the Draft EIS/EIR discusses the concerns for the Folsom Facility and measures considered to address those concerns.

Action	Responsible Agency	Concern Addressed
JFP Auxiliary Spillway construction	Reclamation and Corps	Dam Safety, Flood Damage Reduction, hydrologic control
MIAD foundation stabilization and overlay	Reclamation	Dam Safety, seismic upgrades
Left and Right Wing Dams, Dikes 4, 5, 6 upgrades	Reclamation	Dam Safety, static upgrades
Main Dam concrete block, pier, and gates reinforcement	Reclamation	Dam Safety, seismic upgrades
Facility Security Improvements	Reclamation	National Security
Existing Spillway Gates Replacement	Corps	Flood Damage Reduction
Facility Raise	Corps	Flood Damage Reduction

Purpose of Study and EIS/EIR

The limitations of the existing flood control system in the Sacramento area and the urgent need to increase the level of flood protection have recently received increased public attention in the aftermath of the 2005 Gulf Coast hurricanes. Planning of significant improvements for flood protection and dam safety has been underway for some years among numerous agencies and organizations, notably the Partner Agencies.

This EIS/EIR presents the results of a joint agency study for the planning, design, and implementation of a safety of dams and flood damage risk reduction action at the Folsom Facility. The objective of the study was the identification and selection of an alternative that would significantly reduce the risk of flooding along the main stem of the American River in the Sacramento area while also meeting dam safety and public safety objectives.

The Flood Control Act of 1944 (Public Law [PL] 534) authorized the Corps to construct the Folsom Facility. The Corps constructed the Folsom Facility between 1948 and 1956. Upon completion in 1956, the Corps transferred ownership to Reclamation for operation and maintenance as an integrated feature of the Central

Valley Project (CVP). Both Federal agencies have obligations and interests in relation to the Folsom Facility but differ in respect to Congressional objectives, mandates, authorities, funding, and time lines. Through cooperation, Corps and Reclamation seek to integrate flood risk reduction measures with dam safety improvements under a single plan.

Planning studies to address Folsom Facility issues were initiated during the 1990s and cumulated initially under the Corps' Folsom Dam Modifications Project and Folsom Dam Raise Project. The objective of the Folsom Modifications Project was to reduce damages from flooding to the Sacramento area by increasing outlet efficiencies at Folsom Dam, in general by releasing water earlier prior to a flood event. However, cost concerns with enlarging the existing outlets caused the Corps to reevaluate modification options that would perform as a functional equivalent to the outlet modifications. The objective of the Corps' Folsom Dam Raise Project was to increase flood storage capacity at Folsom Reservoir.

At the same time the Corps was investigating flood damage reduction options, Reclamation was evaluating safety of dams issues related to all of the Folsom facilities. Reclamation initiated a Corrective Action Study (CAS) that evaluated public safety risks due to hydrologic, seismic, and static concerns. Beginning in 2004, Reclamation and the Corps established an Oversight Management Group, consisting of senior management from both agencies, to facilitate project coordination. Coordination activities included a comprehensive value planning effort to identify a joint project that addresses the agencies' respective flood damage reduction and dam safety objectives. Congress formalized this effort in the Fiscal Year (FY) 2006 Energy and Water Development Appropriations Act by directing the two agencies to continue progress toward a joint project. Since that time both agencies worked intensively to develop reasonable alternatives for a JFP.

The objective of the Folsom DS/FDR EIS/EIR is to assess the effects to the natural, physical, and social environments as a result of alternative engineering solutions that address hydrologic control and seismic and static issues for the Folsom Facility. The alternatives include an action (or series of actions) that would integrate the Corps' authorized Folsom Dam Modifications and Folsom Dam Raise projects with Reclamation's safety of dams objectives. Among other benefits, a joint project would result in timely, cost effective completion of features at the Folsom Facility that expedite: (1) protection of public safety related to the structural integrity of the facilities and (2) improvement to flood control management for the communities along the lower American and Sacramento rivers.

The proposed structural modifications to the Folsom Facility could ultimately lead to revisions of Folsom Dam operations that would provide for earlier releases of reservoir water in advance of a major storm (hydrologic event). The modifications being considered in this EIS/EIR would allow for the release of 115,000 cubic feet

per second (cfs; the existing objective release) sooner than is now possible, with the potential for higher releases should the downstream levees be improved to accommodate the increased flows. These larger, earlier releases from Folsom Reservoir would create and conserve flood storage space based on projected reservoir inflows resulting from a major storm impacting the upper American River watershed. However, the proposed modifications would be operated using existing criteria until the completion of a revised Folsom Water Control manual and supporting supplemental environmental compliance documentation. The manual would be completed one year prior to completion of proposed structural modifications at Folsom Dam and Reservoir, at which time the full potential benefits of the proposed modifications would be realized.

The EIS/EIR project alternatives include elements of the individual missions of Reclamation and the Corps. Due to specific Congressional authorizations limiting what actions each agency can implement, Reclamation would most likely implement separately those elements specific to its Safety of Dams mission and the Corps would implement those elements specific to improving Flood Damage Reduction.

Study Authority

The current study was implemented under several existing authorizations. Primary authority and guidance for Flood Damage Reduction is provided in the Folsom Dam Modifications Project Authority under Section 101(a)(6) of the Water Resources Development Act (WRDA) of 1999 (PL 106-53) and the Folsom Dam Raise Authority under PL 108-137, the Energy and Water Development Appropriations Act for 2004. The Folsom Dam Modifications and Folsom Dam Raise authorities share the objective of improving flood management on the American River, primarily through structural modifications to the existing Folsom Dam and Appurtenant Facilities. With the Folsom Dam Raise authority, Congress also authorized the Corps to construct an ecosystem restoration project component on the Lower American River and a permanent bridge, provided that certain funding conditions were met.

In addition, Reclamation has been pursuing safety of dam modifications separately through its existing Safety of Dams Program. Investigations and analyses by Reclamation have identified needed dam safety modifications at Folsom Dam and Appurtenant Facilities. In response to these studies, Reclamation initiated the CAS to identify technically feasible and environmentally and socially preferable alternatives that would address the identified safety concerns.

Recent modifications to both agencies' existing authorities were made in the Energy and Water Appropriations Act of 2006, which directed the Secretary of the Army and the Secretary of the Interior to collaborate on authorized activities to maximize flood damage reduction improvements and address dam safety needs at Folsom Dam

and Reservoir as one project; and authorized both agencies to expend funds for design of a joint project.

Facility Description and Study Area

The Folsom Facility is comprised of twelve separate structures (Figure ES-1). The main structure is the Main Concrete Dam that controls releases to the American River. The Main Concrete Dam is on the mainstem of the American River and is the only facility with operational gates and outlets used to retain and release water stored within the reservoir. Adjacent to the Main Concrete Dam and looking downstream are the Right Wing Dam (RWD) and Left Wing Dam (LWD). The two wing dams serve to contain water within Folsom Reservoir. The other large earthen structure is MIAD, which retains water at the location of a historic river channel. The Folsom Facility also includes eight earthen dikes. The earthen dikes span areas of terrain with lower elevations and are primarily used to contain water when the reservoir is at or near capacity. Folsom Dam also has hydroelectric power generating facilities.

Folsom is a multi-purpose facility operated by law for flood control, municipal and industrial (M&I) water supply, agricultural water supply, power, fish and wildlife, recreation, navigation and water quality purposes. The facility is primarily operated to maximize flood control and water supply storage benefits. To provide flood control storage capacity (protecting the Sacramento region), the reservoir is operated so that the reservoir level is lowest starting in the fall of each year. The flood storage capacity is retained until April of each year when the reservoir is filled with snow-melt runoff from the Sierra Nevada. During the summer months when water elevations remain high, Folsom Reservoir serves a major regional recreational resource (Folsom Lake State Recreation Area [FLSRA]).

The study area addressed in this EIS/EIR includes the entire Folsom Facility, including approximately 75 miles of shoreline surrounding the reservoir. Due to the requirement to bring in materials from outside suppliers, the study area includes adjacent roadways, the city of Folsom, and the community of Granite Bay.

Folsom DS/FDR EIS/EIR Purpose and Need/Project Objectives

As a part of their responsibilities, Reclamation and the Corps have determined that the Folsom facilities require structural improvements to increase overall public safety by improving the facilities' ability to reduce flood damages and addressing dam safety issues posed by hydrologic (flood), seismic (earthquake), and static (seepage) events. These events have a low probability of occurrence in a given year; however, due to the large population downstream of Folsom Dam, modifying the facilities is prudent and required to improve public safety.

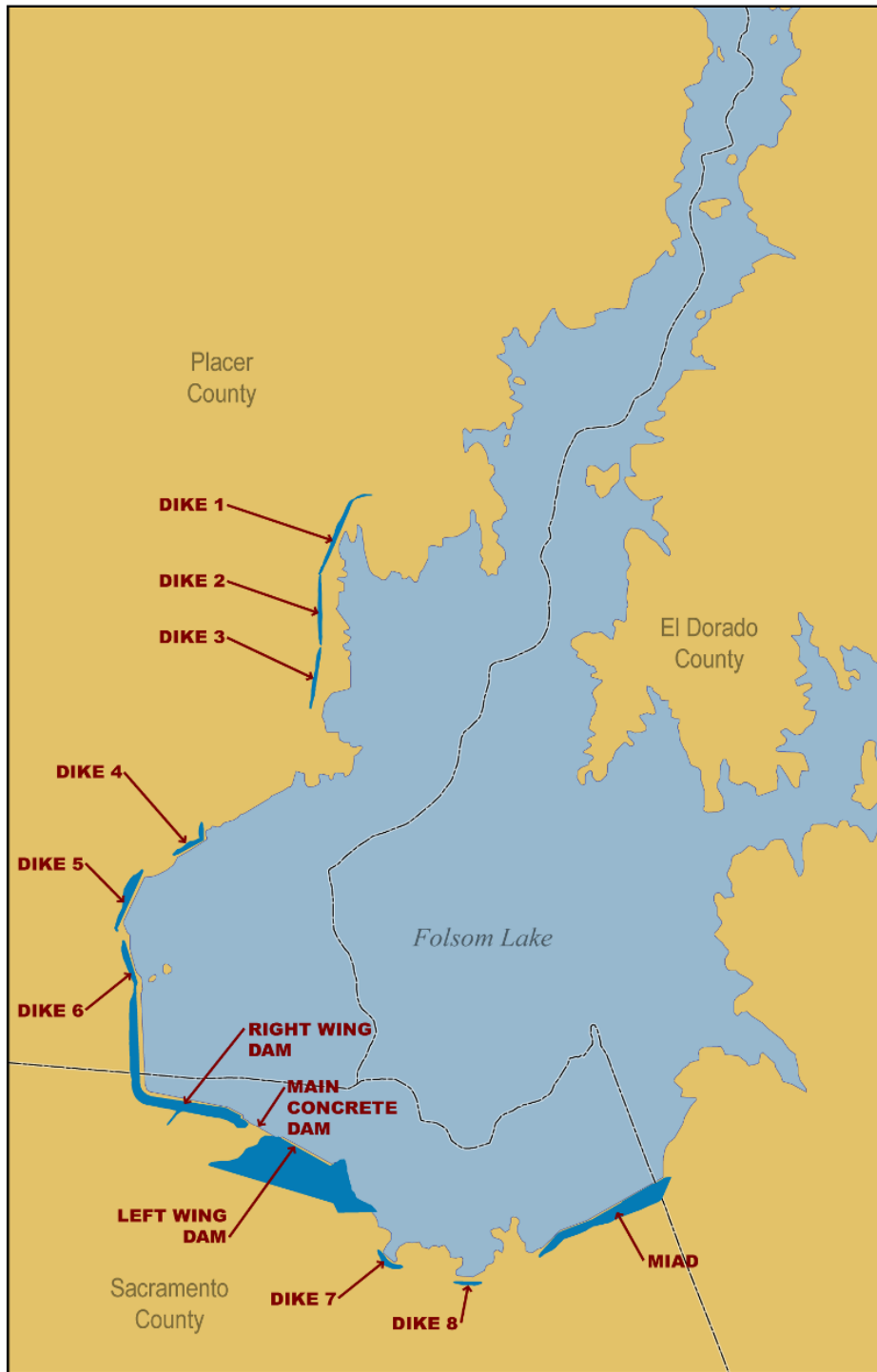


Figure ES-1
The Folsom Facility

Reclamation has identified the need for expedited action to reduce specific hydrologic, static, and seismic risks under its Safety of Dams Program. The identified risks are among the highest of all dams in Reclamation's inventory and the Folsom facilities are among Reclamation's highest priorities within its Safety of Dams Program. Reclamation's primary interest for integrating dam safety activities with Corps' flood damage reduction projects is to expedite corrective action and realize cost sharing benefits of a coordinated effort.

The Corps in partnership with the Reclamation Board/DWR and SAFCA (non-federal sponsors) have determined that Folsom Reservoir does not have sufficient release capacity to adequately manage severe flood flows nor do the downstream levees have sufficient capacity to exceed base flood event flows of 145,000 cfs.

The non-federal sponsors have identified the need to reduce the risk of flooding in the Sacramento area. Due to the number and value of the exposed structures and the size of the population at risk, Sacramento has been identified as one of the most at risk communities in the nation. Consequently, there is a need to expeditiously reduce this risk through interim and permanent flood damage reduction measures. The goal of the non-federal sponsors is to safely pass the 200-year computed design event as a minimum objective anticipated in the congressionally authorized Folsom Modifications and Folsom Dam Raise projects. Pursuit of this goal constitutes the non-federal sponsors' primary interest for integrating Corps flood damage reduction projects with Reclamation dam safety activities. Through this effort, non-federal sponsors will increase flood protection for the downstream and surrounding communities on an expedited basis and realize cost sharing benefits of a coordinated effort.

Given these circumstances, there is a need to expedite dam safety corrective actions for the Folsom facilities to reduce potential failure due to seismic, static, and hydrologic conditions. There is also a need to incrementally increase minimum flood protection by improving reservoir pool release mechanisms and, if incrementally justified, increasing flood storage capacity. The purpose of the project will be to increase overall public safety, improve the reliability of local water supply and power generation, and maintain an important recreational resource. Project objectives are:

- Expeditiously reduce hydrologic risk of overtopping-related failure of any impoundment structure during a probable maximum flood (PMF) event in accordance with Reclamation's Public Protection Guidelines;
- Expeditiously reduce the risk of structural failure of any impoundment structure during a potential seismic (earthquake) event in accordance with Reclamation's Public Protection Guidelines;

- Expediently reduce the risk of structural failure of any impoundment structure during a potential static (seepage) event in accordance with Reclamation's Public Protection Guidelines;
- Expediently improve the security infrastructure at the Folsom Facility in accordance with Reclamation's Public Protection Guidelines; and
- Expediently improve the flood management capacity of the facilities in a manner consistent with existing Corps authorities.

Development and Screening of Project Alternatives

Volume I, Chapter 2, of the Draft EIS/EIR, presents the process used to identify, formulate, and select the alternatives assessed in this EIS/EIR. Since issuance of the Draft EIS/EIR the project agencies have identified Alternative 3 as the Preferred Alternative and have initiated design activities for this alternative. Alternative 3 was the alternative discussed during public hearings and as such is the alternative that received the majority of comments on during the public comment period.

Alternative 3 is identified as the Preferred Alternative because Alternatives 1 and 2 do not meet the objectives of the JFP, the 7-ft raise of Alternative 4 is no longer necessary to meet hydrologic control objectives, and the 17-ft raise of Alternative 5 would have significant unavoidable adverse impacts.

Description of the Folsom DS/FDR Preferred Alternative

The Folsom DS/FDR Project incorporates four action elements to be implemented by Reclamation and the Corps, as follows:

1. A new **Auxiliary Spillway** would be controlled by 6 submerged tainter gates (6STG). The Auxiliary Spillway, also referred to as the JFP, would be implemented jointly by Reclamation and the Corps to address hydrologic Dam Safety and Flood Damage Reduction concerns related to controlled release of water from Folsom Dam. Reclamation has also evaluated a Fuseplug Spillway alternative as a stand-alone dam safety alternative to be implemented only if the Corps is unable to receive timely construction funding or realize timely hydrologic risk reduction by construction of the 6STG spillway. Reclamation and the Corps will jointly identify the final environmental mitigation and commitments for the new Auxiliary Spillway project element, inclusive of the Fuseplug option, under a joint JFP ROD.
2. Additional **Dam Safety** modifications will be undertaken by Reclamation to address seismic and static concerns related to the Main Concrete Dam and six of the eleven earthen structures. Seismic modifications would be made to MIAD by undertaking foundation jet grouting in conjunction with a downstream overlay and the reinforcement of Main Concrete Dam

existing gates and piers. Static modifications would be undertaken to the RWD, LWD, Dikes 4, 5, and 6, and MIAD. Reclamation will independently identify the final environmental mitigations and commitments for this effort under a stand-alone ROD.

3. **Security** improvements will be undertaken by Reclamation to key Folsom facilities to address national security concerns. Reclamation will independently identify the final environmental mitigations and commitments for this effort under the dam safety ROD.
4. **Flood Damage Reduction** improvements in addition to the 6STG will be undertaken by the Corps including modification or replacement of existing emergency spillway gates and a 3.5-ft raise to all Folsom embankment facilities. The Corps will prepare a separate ROD for the 3.5-ft raise, emergency gate modifications or replacement, and other flood damage reduction features. As described more in this section, detailed design for these flood damage reduction features at the Folsom Facility would occur during the Corps' pre-construction, engineering and design phase. The issuance of a ROD by the Corps for such improvements at the Folsom Facility is not expected to occur in conjunction with the currently proposed DS/FDR actions, but rather would occur later as a separate action with supplemental environmental documentation if necessary.

Changes to the Project Since the Release of the Draft EIS/EIR

The following section introduces the changes to the project description since the release of the Draft EIS/EIR; changes are based on additional engineering analysis and responding to public comments on the Draft EIS/EIR.

Sequencing and Length of the Folsom DS/FDR Actions

The proposed sequencing of construction at each of the Folsom facilities has been modified since issuance of the Draft EIS/EIR. The Partner Agencies have extended the proposed completion dates for certain dam safety actions and have scheduled less overlap of construction work for the dikes and wing dams. The new Auxiliary Spillway would be constructed as part of three phases. Table ES-2 provides the proposed sequencing of the Folsom DS/FDR actions. It is important to note that the schedule proposed in Table ES-2 is tentative and subject to change based on engineering design considerations and availability of funding for each activity.

Table ES-2		
Folsom DS/FDR Project Phase Sequencing		
Activity ID	Folsom Facility	Construction Period
1	Auxiliary Spillway Excavation Phase 1	September 2007 to March 2009
2	Right and Left Wing Dam Static Modifications	October 2007 to November 2008
3	MIAD Jet Grouting	July 2008 to November 2009
4	Auxiliary Spillway Excavation Phase 2	September 2010 to January 2014
5	Dike 5 Static Modifications	September 2009 to May 2010
6	MIAD Seismic Overlay	June 2015 to April 2017
7	Dikes 4 and 6 Static Modifications	September 2017 to April 2018
8a	Pier Tendon Installation at Main Dam	January 2014 to March 2015
8b	Spillway Pier Wraps & Braces	August 2016 to April 2018
8c	Spillway Gate Repairs	January 2018 to August 2020
9	Auxiliary Spillway Approach Channel Excavation Phase 3 and Gate Structure Construction	September 2011 to November 2014
10	Raise of all Folsom Facilities	May 2010 to September 2014

Inundation Due to Raises

The Draft EIS/EIR introduced the possibility of constructing a Folsom Facility raise of greater than 4 ft that could result in constructing new embankments to contain reservoir water resulting from an increased reservoir surface elevation beyond existing conditions. Since publishing the Draft EIS/EIR, Reclamation has determined that a Fuseplug Spillway alternative could pass the PMF without the need for embankment raises above the current crest elevation. As a result, Reclamation has determined that no property takes, flowage easements, or additional small scale impoundment features such as dikes or berms are planned as part of its role in the Folsom DS/FDR actions.

Based upon additional engineering analysis since the Draft EIS/EIR was published, the Corps has concluded that with optimization of all elements of the Selected Plan, 6STG, emergency spillway gate modification and 3.5-ft raise, an increase to maximum reservoir water surface elevation beyond current dam crest elevation is not anticipated to provide flood damage reduction benefits.

The future maximum reservoir water surface elevation under the Selected Plan would not exceed the existing take line for a 200-year design event and there would be a lower maximum water surface elevation than the without-project condition for all flood events inclusive of a PMF event. This would eliminate the flood risk to surrounding properties. Consequently, no property takes, flowage easements or additional small scale impoundment features such as dikes or berms beyond the existing take line are planned in the Final EIS/EIR. The 3.5-ft raise portion of the

Selected Plan will undergo further design during the Corps' pre-construction, engineering, and design phase and if needed, supplemental NEPA/CEQA documentation would be prepared.

Folsom DS/FDR Optimized Project Area

The project footprint evaluated in the Draft EIS/EIR included areas required to construct raises of all structures up to 17 ft in height (Alternative 5).¹ Based upon further engineering analysis and considering public comments on the Draft EIS/EIR, the Partner Agencies have concluded that raises above 3.5-ft are not required and have eliminated them as project alternatives. As a result, the project footprint has been reduced to the minimum area necessary to support the new Auxiliary Spillway; work on the Main Concrete Dam; the seismic and static modifications to Dikes 4, 5, 6, LWD, RWD and MIAD; and any 3.5-ft raise. Reducing the project footprint would reduce impacts to those presented in the Draft EIS/EIR. The most significant reduction of impacts pertains to recreation, vegetation and wildlife, and other elements of vital concern to the surrounding communities. After project use, staging areas, haul roads, stockpiles, temporary access roads, detours, trails and paths or similar features will either be reclaimed/restored as close to practical to the pre-existing condition and/or similar to the surrounding terrain and/or be graded to provide unimproved platforms as elected by Reclamation.

Optimized Borrow

The Draft EIS/EIR discussed the potential for developing borrow sites near each of the Folsom facilities to produce earthen materials for raising structures and additional shell material. The Partner Agencies have determined that the majority of borrow would be produced from the Auxiliary Spillway excavation site, which would reduce the need to develop in-reservoir borrow sites and impacting recreational opportunities. However, both agencies may determine the need to develop other borrow sites for supplemental use (as a contingency) and have retained these options in the final project description.

Supplemental borrow site requirements would be limited to in-reservoir areas, between elevation 400.0 ft and 425.9 ft, north of Beal's Point at an area below Mooney Ridge and the cove area below Dike 8. Also, outside the reservoir near MIAD at the D1/D2 area has been retained as both a contractor staging area and potential borrow site. Borrow would no longer occur in the immediate vicinity of the Granite Bay or Browns Ravine recreation areas.

¹ While several of the alternatives considered in the Draft EIS/EIR propose a dam/facility raise less than the 17 feet anticipated under Alternative 5, a single most-conservative impact footprint was used in the programmatic-level analysis of all alternatives that proposed any raise (i.e., Alternatives 2 through 5).

Optimization of borrow operations would substantially reduce the adverse effects by reducing potential in-reservoir traffic, air quality, recreation and noise impacts on roadways and to communities adjacent to the reservoir. Reclamation's Central California Area Office would notify local agencies and the general public and accept input prior to initiating supplemental borrow activities at these sites.

Staging Areas

In response to public comments on the Draft EIS/EIR, the Partner Agencies have reduced the amount of acreage needed for staging purposes by eliminating, consolidating, or reducing acreage from that presented in the Draft EIS/EIR. In principle, contractor staging areas would emphasize use of areas with no current public access, away from residential areas, use of excess materials to create platforms above the normal operating reservoir water surface elevation of 466.0 ft and be placed so as to maintain existing or equivalent public recreation access and use capacity during the peak recreation season. This change, along with other impact reduction measures below would reduce vegetation and wildlife and recreational impacts.

- 1) Staging area(s) for work on the RWD at Beal's Point recreation site was removed through construction of a staging platform south of the recreation area.
- 2) Staging for work at Dikes 4, 5, and 6 would be in the immediate vicinity of the dikes, or would use the platform established south of Beal's Point. These locations would be in areas typically not accessible by the general public and away from residential areas.
- 3) Staging for work at the Auxiliary Spillway site would be at multiple locations along the toe of the LWD, at the Observation Point, at a constructed platform at Dike 7, and at the D1/D2 location.
- 4) Staging for work on MIAD would be at the D1/D2 location.

To minimize potential impacts to recreation, staging areas at Beal's Point and Folsom Point would be placed on constructed platforms or on adjacent unimproved areas a safe distance from primary recreational activities. Public safety would be maintained through the use of fencing or other similar measures. There would be nearly continuous public access to recreation areas and trails throughout the construction period through the use of traffic control measures and/or grade separated vehicular and/or pedestrian crossings and/or temporary alternate public access detours. Exceptions could include temporary closure incidental to completing construction of the grade separation itself or other access measures or to meet unforeseen project circumstances. In such cases, temporary closures would be accomplished during off-peak days or the off-season to minimize impacts on recreation activities. Reclamation's Central California Area Office would notify

local agencies and the general public and accept input in advance of any possible extended closure(s) that may be necessary due to unforeseen project circumstances.

Cofferdams

The Partner Agencies have eliminated cofferdams proposed at Dikes 7 and 8. This would result in fewer adverse water quality and recreation impacts.

Materials Storage, Processing and Batch Plants

The Partner Agencies currently anticipate that commercial and processed materials (cement, concrete aggregates, sand and gravel, steel etc.) required for the project would be obtained from local commercial off-site suppliers. The revised Preferred Alternative includes the option of conducting processing (crushing and screening) of materials excavated from the new Auxiliary Spillway site, but limits such activity to areas away from residential areas and off limits to public access. The change to the use of commercially acquired materials would reduce air quality, noise, viewshed, and recreational impacts.

Environmental Consequences

The following sections summarize the environmental effects of the Preferred Alternative (Alternative 3). The environmental baseline used to establish the basis for determining effects of the Folsom DS/FDR alternatives is derived from the NEPA definition of future conditions without project and the CEQA definition of existing conditions. The reader is referred to the individual resource chapters in the Draft EIS/EIR for discussions on how the baseline is being applied to each resource. Table ES-3 provides a summary of the impacts by resource area and the associated mitigation measures.

Resource Area	Impact	Potential Mitigation
Hydrology	<ul style="list-style-type: none"> • Reduce water source to wetlands 	<ul style="list-style-type: none"> • Monitor water levels before/during/after construction
Water Quality	<ul style="list-style-type: none"> • Increased siltation • Increased turbidity • MAID water quality impacts • Metals and mercury impacts from dredging 	<ul style="list-style-type: none"> • Best management practices • Best management practices • Best management practices • Best management practices
Groundwater	<ul style="list-style-type: none"> • Localized groundwater level fluctuations 	<ul style="list-style-type: none"> • Monitor water levels before/during/after construction
Water Supply	<ul style="list-style-type: none"> • Potential short-term disruption of Natomas pipeline • Reduction in storage of less than 1% from placement of materials in reservoir 	<ul style="list-style-type: none"> • Establish temporary water source • None required

Table ES-3		
Impacts and Proposed Mitigation Measures Summary - Folsom DS/FDR EIS/EIR		
Resource Area	Impact	Potential Mitigation
Air Quality	<ul style="list-style-type: none"> • Uncontrolled NO_x emissions from construction vehicles exceeding de minimis thresholds • Particulate (PM₁₀) emissions exceeding de minimis thresholds 	<ul style="list-style-type: none"> • Develop construction sequencing plan that includes best available emissions control practices. • Best management controls for roadway, processing facility, and batch plant particulate emissions
Aquatic Resources	<ul style="list-style-type: none"> • Less than significant impact to fish • Potential loss of vernal pool habitat and impacts to vernal pool invertebrates • Displacement of fish species from stilling basin 	<ul style="list-style-type: none"> • None required for fish • Mitigation and monitoring plan • Fish removal and recovery plan
Terrestrial Vegetation and Wildlife	<ul style="list-style-type: none"> • Potential impact to special status plant and animal species • Direct or indirect impacts to oak and pine woodlands, riparian woodland and chaparral habitats • Permanent loss of wetlands and temporary disturbance • Adverse impacts to the Valley Elderberry Long-Horn Beetle and its habitat • Potential impact to special-status amphibian, reptile, bird, and mammalian species and habitat • Impacts to migrating/wintering birds • Impacts to birds protected by MBTA • Impacts to wildlife from underwater blasting 	<ul style="list-style-type: none"> • Mitigation plans will be developed that could include (where appropriate and feasible): • Pre-construction surveys to identify species and avoid where possible • Environmental awareness training to construction personnel • Revegetation plans • Consultation with CDFG and USFWS to develop appropriate plans and mitigation measures • Placement of fencing to avoid plant or animal species • Habitat to special-status species would be removed during non-breeding season to preclude return to project area during construction • Appropriate compensation for vegetation and wetlands based on FWCAR and MMRP • Buffer zones around wetlands • Implement recommendation of FWCAR and complete mitigation in the FWCAR for all affected habitats • Qualified Biologists on-site to identify any at-risk special-status species • Develop and implement bird monitoring plan • Avoid removal of vegetation during bird breeding season, whenever possible
Soils	<ul style="list-style-type: none"> • Loss of soil resource through excavation and borrow site development 	<ul style="list-style-type: none"> • Obtain appropriate permits, apply best management practices
Minerals	<ul style="list-style-type: none"> • Decomposed granite and other minerals would be excavated and used during construction 	<ul style="list-style-type: none"> • None Required

Table ES-3		
Impacts and Proposed Mitigation Measures Summary - Folsom DS/FDR EIS/EIR		
Resource Area	Impact	Potential Mitigation
Geological Resources	<ul style="list-style-type: none"> • Commitment of geological resources for facility construction • Naturally occurring asbestos disturbance 	<ul style="list-style-type: none"> • None • Asbestos abatement plan incorporating best management practices
Visual Resources	<ul style="list-style-type: none"> • Temporary reduction in visual quality as a result of borrow development and construction activities 	<ul style="list-style-type: none"> • Siting of processing facilities in less obtrusive areas
Agricultural Resources	<ul style="list-style-type: none"> • No impact 	<ul style="list-style-type: none"> • None required
Transportation and Circulation Element	<ul style="list-style-type: none"> • Significant impact to roadways with current poor level of service 	<ul style="list-style-type: none"> • Complete a peak hour capacity analysis to identify potential roadway improvements or operations modifications • Prepare a transportation management plan that outlines contractor haul routes for coordination with the local entities
Noise	<ul style="list-style-type: none"> • Increase in area noise levels due to construction, processing, and transport • Significant increase in nighttime noise levels at three sensitive receptor locations 	<ul style="list-style-type: none"> • Construct portable noise barriers • Maintenance of exhaust mufflers • Scheduling truck traffic to day time hours • Blasting during daytime hours only • Monitoring of construction noise levels at sensitive locations
Cultural Resources	<ul style="list-style-type: none"> • Potential loss or disturbance of historic properties and/or historical resources 	<ul style="list-style-type: none"> • Consultation with the State Historic Preservation Office and implementation of mitigation plan and appropriate procedures will be followed if human remains are discovered
Land Use, Planning, Zoning	<ul style="list-style-type: none"> • No impact 	<ul style="list-style-type: none"> • None required
Recreation	<ul style="list-style-type: none"> • Potential damage to recreational facilities and trails • Closure of trails within and near construction sites • Potential loss of visitor days and recreation revenues 	<ul style="list-style-type: none"> • Construction related impacts to recreation facilities will be replaced in kind by the lead construction agency and disturbed recreation areas and facilities will be restored to pre-construction condition • Prepare signage and announcements related to construction schedules and closures • Establish detours with signs for roads/trails • Following borrow excavation, recontour beach areas for public use • Construction, borrow, and staging areas will be sited as far from recreation areas as is practical • Use flagmen to control traffic • No closure of any recreation facility during high use periods

Table ES-3		
Impacts and Proposed Mitigation Measures Summary - Folsom DS/FDR EIS/EIR		
Resource Area	Impact	Potential Mitigation
Public Services and Utilities	<ul style="list-style-type: none"> • Potential for temporary disruptions • Damage to rest rooms and roads • Relocate Natomas Pipeline • Would create solid waste 	<ul style="list-style-type: none"> • Stage utility relocations and prior announcements • Repair or relocate • Establish temporary water source • Recycle when possible, select licensed landfills
Hydropower	<ul style="list-style-type: none"> • No impact 	<ul style="list-style-type: none"> • None required
Population and Housing	<ul style="list-style-type: none"> • No impact 	<ul style="list-style-type: none"> • None required
Public Health and Safety	<ul style="list-style-type: none"> • Work site, roadway, and recreation site safety control 	<ul style="list-style-type: none"> • Develop and implement Public Health and Safety Plan, Worker Health and Safety Plan, Fire Suppression Plan, Hazardous Materials Management Plan, Environmental Site Assessments
Indian Trust Assets	<ul style="list-style-type: none"> • No impact 	<ul style="list-style-type: none"> • None required
Environmental Justice	<ul style="list-style-type: none"> • No impact 	<ul style="list-style-type: none"> • None required

Hydrology, Water Quality, and Groundwater

Construction of any of the Folsom DS/FDR alternatives would not change the hydrology of the American River or alter current operations of the reservoir. Construction of the project would result in improved hydrologic control of the American River watershed flood flows, providing flood damage reduction benefits to the Sacramento region.

Road construction, excavation, and placement of fill within the water side of the Folsom facility would have the potential for significant water quality impacts. Water quality impacts would result from soil erosion both during and after the excavation of borrow material. This effect would be mitigated through best management practices, appropriate permits, implementation of a water quality monitoring plan, and consultation with Central Valley Regional Water Quality Control Board (CVRWQCB).

Since the release of the Draft EIS/EIR, the revisions to the project description have resulted in the removal of the coffer dams at Dike 7 and Dike 8. The water quality impacts associated with the placement of material in the reservoir for construction of the coffer dams would be eliminated.

Jet grouting at the downstream foundation of MIAD could affect water quality and could reduce the water source for a portion of the wetlands around MIAD. The Partner Agencies would monitor water levels before, during, and after construction. They would also perform tests to ensure the jet grout does not migrate into the surrounding wetlands. All temporary jet grout areas would be lined with material to prevent the migration of grout.

In-reservoir dredging could affect water quality because of the presence of metals and mercury. Best management practices and mitigation measures would be implemented after consultation with CVRWQCB.

Water Supply

The chute alignment of the Auxiliary Spillway would cross a portion of the Natomas Pipeline. This raw water pipeline supplies water to the City of Folsom and California Department of Corrections water treatment plants, and the Corps' Resident Office fire protection system. Approximately 300 ft of the pipeline would need to be replaced with an above ground pipeline that could temporarily interrupt water supplies. The Partner Agencies would provide for an alternative intake and connection to the pipeline so that any disruption would be minimal. This action was accomplished successfully the winter of 2006-2007 as part of a valve replacement project.

Excess material from the excavation of the spillway or unusable material from borrow sites may be placed in the reservoir. Placement of excess material within the reservoir would reduce water supplies by less than 1 percent.

Air Quality

The Partner Agencies are required to conform to federal U.S Environmental Protection Agency (USEPA) air quality regulations, being enforced by the SMAQMD. All air quality emissions will be required to be controlled to levels that must be in compliance with limits established by SMAQMD in the project's air quality permits. In addition to watering roadways, excavation, and deposition sites to minimize dust, the Partner Agencies will be required to use the most up-to-date pollution reduction equipment on all fossil fuel powered construction equipment. The specific air pollution control measures to be employed and adhered to will be described in detail in the project's air quality permits. Refinements to the project, including an air quality assessment of a more practical project, have shown that the project can conform to the Clean Air Act requirements. These refinements include:

- Identification of available air quality emission credits,
- Redistribution of material hauling and disposal to minimize haulage miles
- Scheduling and sequencing of excavation and hauling work so that there is not a significant overlap with other project activities that contribute to air quality emissions,
- Use of electrical power for all stationary equipment (note: electrical power will be obtained from commercial sources and will not impact Western Area Power Authority or CVP users and customers), and
- Use of the most recent pollution control equipment for all off-road equipment.

Aquatic Resources

Construction of the DS/FDR actions would have less than a significant impact on in-reservoir aquatic resources. The majority of the fish species inhabiting the reservoir are introduced game or non native species. Special status species are not known to inhabit the immediate vicinity of the project sites.

Construction near Dike 6 would have the potential to remove seasonal wetlands. Consultation with California Department of Fish and Game (CDFG) and U.S. Fish and Wildlife Service (USFWS) would occur to develop mitigation and monitoring plans. Loss of wetland would be considered significant and would require mitigation compensation.

Dewatering of the stilling basin would result in the removal of primarily non-native fish species from this man-made habitat. A removal and recovery plan would be developed in consultation with CDFG and USFWS.

Terrestrial Vegetation and Wildlife

Construction of any of the project alternatives would have the potential to adversely affect special status species, native habitats, and wetlands. Consultation with CDFG and USFWS would occur to develop mitigation and monitoring plans. Folsom DS/FDR agencies would implement all recommendations in the Fish and Wildlife Coordination Act Report (FWCAR). Measure to avoid impacts to wildlife and habitat would be implemented, and appropriate compensation would be provided when required.

The changes to the project description after the release of the Draft EIS/EIR have led to a substantial reduction in the overall project footprint. It is anticipated that this would reduce impacts to terrestrial vegetation, wildlife, and wildlife habitat in most areas around the Folsom Facility, compared to what was described in the Draft EIS/EIR.

Soils, Minerals, and Geological Resources

Construction activities, particularly in the area of Auxiliary Spillway, the wing dams, MIAD, and dikes, would result in the loss of topsoil resources. This impact would be mitigated to non-significant levels through the implementation of Best Management Practices (BMPs), and the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). Use of granitic material from within the reservoir for the raising the dikes and dams represents a long-term commitment of this resource. The schist based bedrock comprising the borrow material east of dike 7 may contain low-levels of asbestos. The schist will be managed to reduce air borne release of the asbestos fibers. A Dust Mitigation Plan will be prepared that specifies the activities and BMPs to minimize airborne naturally-occurring asbestos.

Visual Resources

Establishment of the material processing facilities, excavation of borrow sites, and construction work on the Folsom dams and dikes would result in a significant but temporary visual impact to FLSRA visitors and to the home owners bordering the reservoir. The visual resource impairment would be an unavoidable adverse impact until construction work was completed at each structure.

Agricultural Resources

The Folsom DS/FDR actions would not impact local or regional agricultural resources.

Transportation and Circulation

The Draft EIS/EIR identified several locations where Level of Service (LOS) indices could be reduced as a result of transport of materials and supplies to the project sites. The Draft EIS/EIR noted the importance of a Traffic Management Plan to prevent significant impacts from occurring. Although refinements to the Preferred Alternative have changed some of the sequencing of hauling of materials, the refinements have not substantially changed the quantities of material transported to the project sites. The Partner Agencies remain committed to a Traffic Management Plan to ensure that significant disruption of traffic flow does not occur as a result of the hauling of materials. The Traffic Management Plan would include a peak hour analysis to aid in the determination of timing of construction traffic flow versus existing and future level of service information.

Noise

The refinements to the Preferred Alternative have eliminated a materials processing plant near Folsom Point and opposite to Mooney Ridge, reducing noise sources at those locations. Processing of materials would still occur south of Beal's Point, at the Auxiliary Spillway excavation site (LWD and Observation Point) and at MIAD (D1/D2 locations). The processing of materials at Beal's Point would have the potential for affecting recreational activities, including camping, near the processing site. At present, the Partner Agencies plan to conduct processing during the winter months when recreational use is at its lowest. Construction of seepage filters at Dike 5 would be in the vicinity of the RV parking lot. Construction at this location would be only off-peak recreation season months and would not occur at night.

The hauling of material from the Auxiliary Spillway site eastward to MIAD would still occur, although the Partner Agencies would seek to use stockpile and disposal sites at the LWD, Observation Point, and Dike 7 first to minimize truck noise. As part of the refinements to the Preferred Alternative, the Partner Agencies would reinforce their commitment to employ all possible noise-reduction measures to keep noise levels from excavation, hauling, placement, and processing materials to remain below local noise ordinance limits.

Cultural Resources

Cultural resources are known to exist at many locations proposed for staging, borrow development, and facility construction. The potential loss or disturbance of these historic properties and/or historical resources could occur during construction activities. Cultural resource impacts would be mitigated for under a programmatic agreement in consultation with the State Historic Preservation Office (SHPO). Because the project footprint for the Preferred Alternative has been reduced since the release of the Draft EIS/EIR, partially to avoid Cultural Resources, it is anticipated that fewer cultural resources would be affected.

Land Use, Planning, and Zoning

Construction of staging, borrow site, and Facility improvements would be conducted in compliance with local planning and zone rules, and solely on Federal property. New embankments, flowage easements, and/or property acquisition would no longer be necessary under the Preferred Alternative; therefore, there would be no significant land use, planning, or zoning impacts.

Recreation

The Draft EIS/EIR assessed impacts to recreation resources at FLSRA as a result of closure of recreational facilities due public safety and construction staging needs. In response to public comments on the Draft EIS/EIR, the Partner Agencies have reduced the amount of acreage needed for staging purposes by eliminating, consolidating, or reducing acreage from that presented in the Draft EIS/EIR. In principle, contractor staging areas would emphasize use of areas with no current public access, away from residential areas, use of excess materials to create platforms above the normal operating reservoir water surface elevation of 466.0 ft and be placed so as to maintain existing or equivalent public recreation access and use capacity during the peak recreation season.

To minimize potential impacts to recreation, staging areas at Beal's Point and Folsom Point would be placed on constructed platforms or on adjacent unimproved areas a safe distance from primary recreational activities. Public safety would be maintained through the use of fencing or other similar measures. There would be nearly continuous public access to recreation areas and trails throughout the construction period through the use of traffic control measures and/or grade separated vehicular and/or pedestrian crossings and/or temporary alternate public access detours. Closures could occur while the Partner Agencies are implementing these new measures that allow continued access or to address public safety and facility security objectives. In such cases, temporary closures would be accomplished during off-peak days or the off-season to minimize impacts on recreation activities. Reclamation's Central California Area Office would notify local agencies and the general public and accept input in advance of any possible extended closure(s) that may be necessary due to unforeseen project circumstances.

The Draft EIS/EIR also introduced the possibility of construction use at, or near, Granite Bay and Browns Ravine. Under the revised Preferred Alternative, use or work at Granite Bay and Browns Ravine has been eliminated. There would also be no impacts at Rattlesnake Bar, the Peninsula Campground, Doton's Point, and Beeks Bight.

The Partner Agencies remain committed to providing year round access to FLSRA is, although it is recognized that some inconvenience to the visiting public remains possible to address public safety and facility security objectives. The Partner Agencies also remain committed to replace any recreation structure, facility, or trail that is damaged or moved as part of construction work. Under current authorities, the Partner Agencies can replace in-kind existing facilities affected by the project, but cannot enhance or improve existing or new facilities.

Public Services and Utilities

Construction planning and sequencing would be performed so that existing utilities would not be affected by Folsom DS/FDR construction activities. Mitigation measures would reduce interruptions in service. All roads and other utilities damaged from the project would be repaired or replaced, in kind.

Hydropower

Construction of the Folsom DS/FDR actions would not affect hydropower operations at Folsom or Nimbus Dams.

Population and Housing

New embankments, flowage easements, and/or property acquisition would no longer be necessary under the Preferred Alternative; therefore, the displacement and relocation of residents would not occur. There would be no impacts to population and housing.

Public Health and Safety

The Folsom DS/FDR would include the development and implementation of health and safety plans that would provide safety considerations for construction personnel, the public, and visitors to the FLSRA.

Indian Trust Assets

There are no Indian Trust Assets within the project area that would be affected by Folsom DS/FDR construction activities.

Environmental Justice

There are no ethnic or low income groups defined by Environmental Justice guidance within the project area that would be disproportionately affected by Folsom DS/FDR activities.

Socioeconomics

In response to public comments on the Draft EIS/EIR, the Partner Agencies are no longer planning to close any recreation facility during the peak recreation season (May through September). Facility entry kiosks staffed by CDPR personnel would remain open and CDPR would continue to collect park fees. During the non-peak season when use of the facilities is low, visitors would still be able to use volunteer pay stations when they access open recreation sites. Because FLSRA would remain accessible throughout the year, frequent users would still purchase annual passes. Therefore, under the revised Preferred Alternative, there would not be a notable loss of revenues to CDPR. In the event of closures to recreation facilities due to uncontrollable circumstances, economic impact to the local economy and CDPR would occur. Regional economic impacts would be minimal because visitors would still be able to recreate at other local recreation areas and open FLSRA facilities; and, the benefits of construction worker spending would continue to offset any losses in recreational expenditures. CDPR would lose some revenues as a result of unexpected closures.

Compliance with Applicable Laws and Regulations

This EIS/EIR complies with NEPA and CEQA requirements. The implementation of the Preferred Alternative, as defined herein, would comply with all Federal, State, and local laws and permitting requirements. See Table 1-2 in Chapter 1 for additional information on laws, rules, regulations, and executive orders applicable to this project.

Identification of Environmentally Preferred Alternative

The No Action/No Project Alternative would not involve any construction activity and would have the fewest environmental effects to the project area; however, it would not meet the project's purpose and need. The No Action/No Project Alternative would also have the greatest potential for lower American River impacts resulting from the inability to control large storm events with the existing Folsom Facility.

Alternative 1 would have fewer environmental impacts than the other action alternatives because it does not include Phase 3 construction on the Auxiliary Spillway. However, Alternative 1 would not fully address the project's purpose and need because it does not adequately address the flood damage reduction goals of the Corps and non-federal sponsors for the Sacramento region. It could result in flood impacts on the lower American River.

Alternative 2 with the inclusion of the Fuseplug Spillway with a gated tunnel partially addresses flood damage reduction objectives because it does not completely achieve the 200-year level of flood protection of the purpose and need. Also,

Alternative 2 would have greater environmental impacts than Alternatives 1 and 3 because it requires substantially more earthen material.

Alternative 3 fully addresses the purpose and need for dam safety and flood damage reduction objectives for the Sacramento Region. Alternative 3, however, would have greater environmental impacts than only Alternative 1 because it includes all 3 phases of construction on the Auxiliary Spillway.

Alternative 4 would meet the project's purpose and need but would have greater environmental impacts than Alternatives 1 through 3 due to the increased amount of earthen material excavated, processed, and placed at the facilities. Alternative 5 would have the greatest environmental impacts of all alternatives because it would require complete development of all potential in-reservoir borrow sites to provide the earthen material necessary to construct the 17-ft raise.

Based on this summary, the Partner Agencies have identified Alternative 3 as the environmentally Preferred Alternative. This meets the CEQA requirement to identify the environmentally preferred alternative in the EIR.

RECLAMATION

Managing Water in the West

Folsom Dam Safety and Flood Damage Reduction Final Environmental Impact Statement/ Environmental Impact Report

Folsom, California
Mid-Pacific Region



Volume III: Final EIS/EIR
State Clearinghouse # 2006022091



U.S. Bureau of Reclamation, Mid-Pacific Region
U.S. Army Corps of Engineers, Sacramento District
California Department of Water Resources
State of California Reclamation Board
Sacramento Area Flood Control Agency

March 2007

Mission Statements

The mission of the Department of the Interior is to protect and provide access to our Nation's natural and cultural heritage and honor our trust responsibilities to Indian Tribes and our commitment to 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.

Folsom Dam Safety and Flood Damage Reduction Final Environmental Impact Statement/ Environmental Impact Report

Folsom, California
Mid-Pacific Region

Prepared by:

CDM

Entrix

Pacific Legacy

Circle Point

Volume III: Final EIS/EIR
State Clearinghouse # 2006022091



U.S. Bureau of Reclamation, Mid-Pacific Region
U.S. Army Corps of Engineers, Sacramento District
California Department of Water Resources
State of California Reclamation Board
Sacramento Area Flood Control Agency

March 2007

Chapter 1

Introduction

1.1 Introduction

On December 1, 2006, the U.S. Department of the Interior, Bureau of Reclamation (Reclamation) and the U.S. Army Corps of Engineers (Corps), and the Corps non-federal sponsors, the State Reclamation Board (Reclamation Board)/California Department of Water Resources (DWR) and the Sacramento Area Flood Control Agency (SAFCA), released the Folsom Dam Safety and Flood Damage Reduction (Folsom DS/FDR) Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for public review and comment. The Draft EIS/EIR (State Clearinghouse # 2006022091) identified five alternatives to address dam safety, security, and flood damage reduction at Folsom Dam and Appurtenant Facilities (Folsom Facility). The Folsom DS/FDR agencies held public hearings to receive oral and written comments at the following locations: Sacramento, January 9th, 2007; and Folsom, January 10th, 2007. Transcripts were obtained for all oral comments at the public hearings. The comment period on the Draft EIS/EIR closed on January 26, 2007, after a four day extension was issued by Reclamation. Verbal and written comments were submitted from Federal, State, and local agencies, non-profit organizations, local businesses, and members of the public.

The Partner Agencies (Reclamation, Corps, Reclamation Board/DWR, and SAFCA) reviewed the comments in relation to impacts to the biological, physical and socioeconomic environments and made changes to the actions addressed in the Draft EIS/EIR. The proposed changes, as discussed in Sections 2.0 and 3.0 of this Final EIS/EIR, have substantially reduced the impacts, thereby addressing issues raised by the many reviewers.

This document, in conjunction with the Draft EIS/EIR and other related materials, as described below, constitutes the Final EIS/EIR for the Proposed Project. More specifically, the Final EIS/EIR for the proposed Folsom DS/FDR actions (i.e., the Proposed Project) consists of the following:

Volume I - Draft EIS/EIR December 2006: This volume of the Final EIS/EIR is effectively the Draft EIS/EIR released for public review on December 1, 2006. Minor editorial corrections and clarifications have been made to the Draft EIS/EIR as presented in this Final EIS/EIR (Volume III Appendix C), at the request of the Corps and the DWR; however, no material changes or additions were made to the Draft EIS/EIR that was published and distributed in December 2006. The errata sheet for the Draft EIS/EIR is available in hard copy; the Draft EIS/EIR is only available in electronic format.

Volume II - Draft EIS/EIR Appendices December 2006: This volume of the Final EIS/EIR includes the Public Scoping Report and all the technical data and reports that were included as part of the Draft EIS/EIR published in December 2006. Similar to Volume I above, this volume is presented as part of the Final EIS/EIR in electronic format only.

Volume III - Responses to Comments and Related Information: This volume of the Final EIS/EIR, presented herein, provides the responses to all comments received on the Draft EIS/EIR during the comment period from December 1, 2006 to January 26, 2007, including comments received at the two public hearings. Additionally, this volume of the Final EIS/EIR presents revisions to the project description based on comments received on the Draft EIS/EIR and discussion of potential impacts to the natural, physical, and/or socioeconomic environments associated with those revisions to the project description, based largely on information and related analysis presented previously in the Draft EIS/EIR. The revisions made to the project description and attendant environmental analysis presented herein are indicative of the National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) review processes, whereby the original project proposal can, and should, be revised in light of public and agency comments received on the Draft EIS/EIR circulated for the project. The information and analysis presented herein will, however, be made available for public review during the 30-day comment period associated with release of the Final EIS/EIR. Section 1.7 further describes the contents of Volume III.

Reclamation and the Corps have identified Alternative 3, as addressed in the Draft EIS/EIR, and subsequently refined based on public and agency comments received on the Draft EIS/EIR (i.e., the revised project description referenced above), as the Preferred Alternative. Alternative 3, as addressed in the Draft EIS/EIR, includes the Joint Federal Project (JFP) Auxiliary Spillway, seismic improvements to the Main Concrete Dam and Mormon Island Auxiliary Dam (MIAD), static improvements to earthen structures, security upgrades, replacement of the Main Concrete Dam spillway gates, and a 3.5-foot (ft) raise to all Folsom Facility structures. Table 1-1 below provides the relationship of the components of the Preferred Alternative with the agency responsible for the action and issue that the action addresses. Section 2.2 of the Draft EIS/EIR provides a discussion on the concerns for the Folsom Facility and measures considered to address those concerns.

1.2 Joint Federal Project Coordination

The Energy and Water Development Appropriations Act of 2006 included language supporting Reclamation's and the Corps' collaboration in determining a joint dam safety and flood damage reduction project. According to Section 128 of the Act:

Table 1-1 Components of the Preferred Alternative (Alternative 3)		
Action	Responsible Agency	Concern Addressed
JFP Auxiliary Spillway construction	Reclamation and Corps	Dam Safety, Flood Damage Reduction, hydrologic control
MIAD foundation stabilization and overlay	Reclamation	Dam Safety, seismic upgrades
Left and Right Wing Dams, Dikes 4, 5, 6 upgrades	Reclamation	Dam Safety, static upgrades
Main Dam concrete block, pier, and gates reinforcement	Reclamation	Dam Safety, seismic upgrades
Facility Security Improvements	Reclamation	National Security
Existing Spillway Gates Replacement	Corps	Flood Damage Reduction
Facility Raise	Corps	Flood Damage Reduction

“American River Watershed, California (Folsom Dam and Permanent Bridge)-

(a) COORDINATION OF FLOOD DAMAGE REDUCTION AND DAM SAFETY- The Secretary of the Army and the Secretary of the Interior are directed to collaborate on authorized activities to maximize flood damage reduction improvements and address dam safety needs at Folsom Dam and Reservoir, California. The Secretaries shall expedite technical reviews for flood damage reduction and dam safety improvements. In developing improvements under this section, the Secretaries shall consider reasonable modifications to existing authorized activities, including a potential Auxiliary Spillway. In conducting such activities, the Secretaries are authorized to expend funds for coordinated technical reviews and joint planning, and preliminary design activities.”

The Folsom DS/FDR EIS/EIR meets the requirements of the Energy and Water Development Appropriations Act of 2006 by evaluating the JFP and other alternatives that meet Reclamation’s dam safety hydrologic objective and the Corps’ flood damage reduction objective. In addition, this EIS/EIR evaluates a range of alternatives that address other stand-alone dam safety (seismic and static), dam security, and flood damage reduction actions at the Folsom Facility.

1.3 Relationship of the Folsom DS/FDR EIS/EIR Proposed Project with the Corps' Post Authorization Change Report

Authorized Corps of Engineers Flood Damage Reduction Projects

By way of background, the Corps' Folsom Modifications and Folsom Dam Raise projects share an objective of improving flood management on the lower American River, primarily through structural modifications to the existing Folsom Dam and Appurtenant Facilities. The Folsom Modifications Project, as authorized in Section 101(a) (6) of the Water Resources Development Act (WRDA) of 1999, Public Law (PL) 106-53, consists of enlarging the eight existing outlets on the dam and enhancing the use of surcharge space in the reservoir through modifications to the emergency spillway and related operational changes. These modifications would allow for an objective release capacity of 115,000 cubic feet per second (cfs) earlier than under without project conditions in a flood event. The Folsom Dam Raise Project, as authorized in Section 128 of the Energy and Water Development Appropriations Act of 2004 (PL 109-103), consists of raising the Main Concrete Dam and associated wing dams, dikes and other appurtenances by 7 feet, providing additional flood storage capacity in the reservoir. These two projects, in combination with other authorized elements downstream from the dam, such as the Common Features project, were expected to reduce the risk of flooding to Sacramento to an annual exceedence probability of 0.0057 (a 1 in 175 chance in any given year).

Because of escalating costs and technical issues, the Folsom Modifications Project was delayed. There is now an emphasis on reconsidering the Folsom Modifications Project and the Folsom Dam Raise Project in a more integrated manner. Also, the Energy and Water Development Appropriations Act of 2006 directed the Corps and Reclamation to collaborate on flood damage reduction and dam safety at the Folsom Facility. The Corps has prepared a Post Authorization Change (PAC) Report in part to respond to Congress' request.

Recommended Changes to Authorized Flood Damage Reduction Projects

The PAC Report documents recommended changes to the Folsom Modifications and Folsom Dam Raise projects. It is anticipated that these changes would reduce flood risk to areas along the American River generally equivalent to the flood risk reduction intended to be provided by the originally authorized projects, but more efficiently and effectively addresses the flood damage reduction objectives of the authorized projects as well as Reclamation dam safety objectives.

Chapter 4 of the PAC Report details the process for identifying, evaluating, and selecting a plan to jointly address the Corps' authorized flood damage reduction

projects and Reclamation's dam safety issues. The PAC Report describes the Corps' Selected Plan (recommended changes to the two authorized projects) as well as the Refined Authorized Project, which includes the Selected Plan and two other features: ecosystem restoration and the Folsom Bridge, which would proceed for implementation as originally authorized with no recommended changes. Potential environmental impacts of these two other features are disclosed in the 2002 American River Watershed Long-Term Study Final Supplemental Plan Formulation Report EIS/EIR and 2005 American River Watershed Folsom Dam Modification Project Final Environmental Assessment (EA)/Initial Study (IS), respectively. The Revised Authorized Plan also includes the deletion of the surcharge component of the Folsom Dam Modifications Project, as it is no longer necessary for flood damage reduction with the Folsom Dam Raise Project, and deletion of the L.L. Anderson Dam component of the Folsom Dam Raise Project, as these modifications are being accomplished independently by the Placer County Water Agency.

Features of the Corps' Selected Plan include the following:

- **Auxiliary Spillway with Six Submerged Tainter Gates** – A new Auxiliary Spillway would be located southwest of Folsom Dam. This feature is the JFP, addressing flood damage reduction and dam safety objectives, and thus would be designed and constructed jointly by the Corps and Reclamation, as described in Section 2.4 of this Final EIS/EIR.
- **Spillway Gate Replacement** - Replacement of the three existing 42-ft by 53-ft emergency spillway gates at Folsom Dam with 42-ft wide by 59-ft high tainter gates. This would allow 2 feet of freeboard for the emergency spillway tainter gates (in a closed position) when the reservoir is operated to maintain controlled releases up to 160,000 cfs (emergency objective release). This feature would address flood damage reduction objectives, and thus would be designed and constructed by the Corps.
- **Folsom Dam Raise** – This feature would include raising the two wing dams, MIAD, and Dikes 1 to 8 by up to 3.5 feet, and replacing three emergency spillway gates at Folsom Dam. These features would address flood damage reduction objectives, and thus would be designed and constructed by Corps. The potential raise will not, however, be included in the Record of Decision (ROD) for the JFP. The 3.5-ft raise project will be included in a separate ROD for flood damage reduction features. The 3.5-ft raise portion of the selected plan will undergo further design during the Corps' pre-construction, engineering, and design phase and if needed, supplemental NEPA/CEQA documentation would be prepared. In addition the raise construction would begin after construction of the JFP has commenced; this could be prior to 2014.

- **Flood Space Operations** – The authorization for the Folsom Dam Modifications Project directs the Corps to change the variable flood storage space at Folsom Lake from the current interim operation of 400,000 acre-feet to 670,000 acre-feet to a 400,000 acre-feet to 600,000 acre-feet (400/600) permanent variable flood space operation once the Folsom Dam Modifications Project has been implemented. The Corps, with coordination by Reclamation, will develop a new flood control manual for Folsom Dam for implementation prior to completion of the JFP Auxiliary Spillway. The new flood control manual feature is currently being scoped as a parallel process. Therefore, in this EIS/EIR, operations are analyzed and disclosed based upon current operational requirements. The parallel flood control manual development and study will include variable flood storage space, including analysis of forecast based operations, new flood release schedules and a plan component for repayment of potential water supply losses resulting from implementation of this flood control manual. This parallel study will be a collaborative process with the appropriate level of environmental analysis, public, agency and stakeholder coordination, and appropriate NEPA/CEQA documentation.

The Folsom DS/FDR EIS/EIR analyzes alternatives that include features that address Corps' flood damage reduction objectives, as discussed in Section 4.2 of the PAC Report, as well as Reclamation dam safety objectives, as described in Chapter 1 of the Draft EIS/EIR. The alternatives include features that would address the Corps' flood damage reduction objectives and Reclamation's dam safety objectives jointly, which would be designed and constructed jointly (the six submerged tainter gates [6STG] Auxiliary Spillway), as well as features that would exclusively address dam safety, security or flood damage reduction concerns, and this would be constructed by the respective agencies. Since the EIS/EIR alternatives include features addressing objectives not addressed in the Corps' PAC Report, the Folsom DS/FDR EIS/EIR perspective differs from that of the PAC Report. However, the features of the Corps' Selected Plan are included in Alternative 3 of this EIS/EIR.

The Corps intends to adopt the DS/FDR EIS/EIR prior to the completion of the JFP ROD in accordance with 40 CFR Part 1506.3 (c). Additionally, the raise portion of the selected plan will undergo further design during the Corps' pre-construction, engineering, and design phase and if needed, supplemental NEPA/CEQA documentation would be prepared.

1.4 Folsom DS/FDR Purpose and Need/Project Objectives

The Folsom Facility consists of 4 dams (Main Concrete Dam, MIAD, Right Wing Dam, and Left Wing Dam) and 8 dikes (Dikes 1 to 8), which impound flows on the American River forming Folsom Reservoir, which is a critical component of the Central Valley Project (CVP). The Folsom Facility was constructed between 1948 and 1956 by the Corps as a multi-purpose facility operated for flood control,

municipal and industrial (M&I) water supply, agricultural water supply, power, fish and wildlife, recreation, and water quality benefits. Upon completion of construction of the dams and dikes, ownership of the Folsom Facility was transferred to Reclamation for operation and maintenance as a financially and operationally integrated feature of the CVP. The Folsom Powerplant construction, which began in 1952 and was completed in 1956, was supervised by Reclamation.

Both Reclamation and the Corps share in the responsibility of ensuring that the Folsom Facility is maintained and operated under their respective agency's dam safety regulations and guidelines, as defined by Congress. Reclamation is responsible for dam safety, operations, and maintenance at Folsom Dam. Reclamation operates and maintains the Folsom Facility to supply M&I water users, hydroelectric power, and recreational opportunities and is responsible for the dam safety program. The Corps is responsible for flood damage reduction capital improvements and establishing flood operation requirements at Folsom Reservoir. The Corps provides regulations governing the flood damage reduction operations of the dam by setting release criteria and flood storage requirements during critical seasons.

As a part of their responsibilities, Reclamation and the Corps have determined that the Folsom Facility requires structural improvements to increase overall public safety above existing conditions by improving the facilities' ability to reduce flood damages and address dam safety issues posed by hydrologic (flood), seismic (earthquake), and static (seepage) events and security issues at the Folsom Facility. These events have a low probability of occurrence in a given year; however, due to the large population downstream of Folsom Dam, modifying the facilities is prudent and required to improve public safety above current baseline conditions.

Reclamation has identified the need for expedited action to reduce hydrologic, static, and seismic risks under its Safety of Dams Program and security issues under its Security Program. The identified risks are among the highest of all dams in Reclamation's inventory and the Folsom Facility is among Reclamation's highest priorities within its Safety of Dams Program. Additionally, there is a need to upgrade security infrastructure at the Folsom Facility under Reclamation's Safety, Security and Law Enforcement (SSLE) Program. Reclamation's primary interest for participating in the Folsom DS/FDR is to realize an expedited improvement in overall public protection and cost sharing benefits of a combined project.

The Corps, in partnership with the non-federal sponsors, has determined that Folsom Reservoir does not have sufficient release capacity to adequately manage severe flood flows nor do the downstream levees have sustained capacity to exceed base flood event flows of 145,000 cfs (Corps 2004).

The non-federal sponsors have identified the need to reduce the risk of flooding in the Sacramento area. Due to the number and value of the exposed structures and the size of the population at risk, Sacramento has been identified as one of the most at risk communities in the nation. Consequently, there is a need to expeditiously reduce this risk through interim and permanent flood damage reduction measures. The goal of non-federal sponsors is to safely pass the 200-year computed design event as a minimum objective as anticipated in the Congressionally authorized Folsom Dam Modifications and Folsom Dam Raise projects. Pursuit of this goal constitutes non-federal sponsors' primary interest for participating in the Folsom DS/FDR actions.

Both Reclamation and the Corps have conducted engineering studies to identify potential corrective measures for the Folsom Facility to alleviate seismic, static, and hydrologic dam safety issues, and flood management concerns. These two federal agencies have combined their efforts resulting in (1) a JFP for addressing Reclamation's dam safety hydrologic risk and the Corps' flood damage reduction objectives and (2) other stand-alone flood damage reduction and dam safety actions to be completed by the respective agencies in a coordinated manner. Among the latter are separate, but related, downstream levee projects that are underway to increase flood damage reduction along the lower American River.

1.4.1 Statement of Purpose and Need

There is a need to expeditiously implement engineering measures for the Folsom Facility in order to reduce potential failure due to seismic, static, and hydrologic conditions. There is also a need to incrementally increase minimum flood damage reduction via flood storage capacity and/or reservoir pool release mechanisms. Furthermore, there is a need to implement security improvements at the Folsom Facility consistent with its designation as a National Critical Infrastructure Facility. The purpose of the Folsom DS/FDR is to increase overall public safety, ensure the reliability of local power and water supply, and maintain an important recreational resource by: (1) expediting corrective action to address risks identified with the structural integrity of Folsom Dam and appurtenant structures in accordance with Reclamation's Public Protection Guidelines; (2) incrementally improving the flood management capacity of the Folsom Facility to meet or exceed the 200-year recurrence level; and (3) upgrading security infrastructure at the Folsom Facility.

1.4.2 Project Objectives

In addition to the underlying purpose of the project above, specific project objectives were developed to meet CEQA (California Environmental Quality Act) guidelines. The CEQA-related project objectives are:

- Expeditiously reduce hydrologic (flooding) risk of overtopping-related failure of any retention structure during a probable maximum flood (PMF) event in accordance with Reclamation's Public Protection Guidelines;

- Expediently reduce the risk of structural failure of any retention structure during a potential seismic (earthquake) event in accordance with Reclamation’s Public Protection Guidelines;
- Expediently reduce the risk of structural failure of any retention structure during a potential static (seepage) event in accordance with Reclamation’s Public Protection Guidelines;
- Expediently improve the security infrastructure at the Folsom Facility in accordance with Reclamation’s Public Protection Guidelines; and
- Expediently improve the flood management capacity of the facilities in a manner functionally equivalent to the Corps’ authorized projects.

1.5 Federal, State, and Local Requirements

The Folsom DS/FDR actions must fulfill or comply with the Federal, State, regional, and local environmental requirements described in Table 1-2.

Table 1-2 Related Laws, Rules, Regulations, and Executive Orders			
Statute	Section of Draft EIS/EIR with Description	Relevant Permits/Processes	Status of Compliance
Federal Statute			
National Environmental Policy Act of 1969 (NEPA)	Section 1.10.1.1	EIS, Record of Decision	Ongoing
National Historic Preservation Act of 1966 (NHPA)	Sections 1.10.1.6, 3.11.1.2	Section 106 Consultation	Ongoing
Clean Air Act (Section 176)	Sections 1.10.1.8, 3.3.1.2, 3.6.1.2	Conformity provisions, mitigation measures	Ongoing
Rivers and Harbors Act (Section 9)	Sections 1.10.1.7, 3.2.1.2, 3.5.1.2	Analyzed in EIS/EIR ⁽¹⁾	In Compliance
Clean Water Act (CWA)	Sections 1.10.1.10, 3.1.1.2, 3.5.1.2, 3.6.1.2	Section 401 and 404 requirements, National Pollution Discharge Elimination System (NPDES) permit	Ongoing
Endangered Species Act (ESA)	Sections 1.10.1.2, 3.4.1.2, 3.5.1.2	Section 7 Consultation, Biological Assessment	Ongoing
Fish and Wildlife Coordination Act (FWCA)	Sections 1.10.1.4, 3.4.1.2	Coordination Action Report	Ongoing
Migratory Bird Treaty Act of 1918 (MBTA)	Sections 1.10.1.11, 3.5.1.2	Analyzed in EIS/EIR	In Compliance
Executive Order 11990, Protection of Wetlands	Section 3.5.1.2	Analyzed in EIS/EIR	In Compliance

Table 1-2 Related Laws, Rules, Regulations, and Executive Orders			
Statute	Section of Draft EIS/EIR with Description	Relevant Permits/Processes	Status of Compliance
Executive Order 12898, Environmental Justice	Sections 1.10.1.9, 3.19.1.2	Analyzed in EIS/EIR	In Compliance
Farmland Protection Policy Act	Sections 1.10.1.5, 3.8.1.2.1	Analyzed in EIS/EIR	In Compliance
Indian Trust Assets (ITA)	Section 3.18	Analyzed in EIS/EIR	In Compliance
Magnuson-Stevens Fishery Conservation & Management Act	Sections 1.10.1.3, 3.4.1.2	Analyzed in EIS/EIR	Ongoing
Federal Highway Administration (FHWA) noise abatement criteria (NAC) (23 CFR Part 772)	Section 3.10.1.3	Analyzed in EIS/EIR	Ongoing
Safe Drinking Water Act (SDWA)	Section 3.1.1.2	Analyzed in EIS/EIR	Ongoing
Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970	Sections 1.10.1.12, 3.16.1.2	Analyzed in EIS/EIR	In Compliance
National Wild and Scenic Rivers Act	Section 1.10.1.13	Analyzed in EIS/EIR	In Compliance
Central Valley Project Improvement Act (CVPIA)	Section 3.2.1.2	Analyzed in EIS/EIR	In Compliance
Federal Power Act & Electric Consumers Protection Act	Section 3.15.1.2	Analyzed in EIS/EIR	In Compliance
Federal Guidelines for Dam Safety	Section 3.17.1.2	Analyzed in EIS/EIR	In Compliance
Resource Conservation and Recovery Act (RCRA)	Sections 3.14.1.2, 3.17.1.2	Permitting	Ongoing
Hazardous Material Transportation Act (HMTA)	Section 3.17.1.2	Analyzed in EIS/EIR	Ongoing
Comprehensive Environmental Response Compensation and Liability Act (CERCLA, 43 United States Code 9601)	Section 3.17.1.2	Analyzed in EIS/EIR	Ongoing
Superfund Amendment Reauthorization Act (SARA) Title 3	Section 3.17.1.2	Analyzed in EIS/EIR	Ongoing
40 CFR 260-279 Federal Regulations on hazardous waste management	Section 3.17.1.2	Analyzed in EIS/EIR	Ongoing
40 CFR, Section 301 et seq. Emergency Planning and	Section 3.17.1.2	Analyzed in EIS/EIR	Ongoing

Table 1-2 Related Laws, Rules, Regulations, and Executive Orders			
Statute	Section of Draft EIS/EIR with Description	Relevant Permits/Processes	Status of Compliance
Community Right to Know Act			
Toxic Substances Control Act (15 United States Code 2601)	Section 3.17.1.2	Analyzed in EIS/EIR	Ongoing
State Statute			
California Environmental Quality Act (CEQA)	Section 1.10.2.1	EIR	Ongoing
Porter-Cologne Water Quality Control Act	Sections 1.10.2.4, 3.1.1.2, 3.6.1.2	NPDES, Waste Discharge Requirements	Ongoing
California ESA	Sections 1.10.2.2, 3.4.1.2, 3.5.1.2	California Department of Fish and Game (CDFG) consultation	Ongoing
Natural Community Conservation Planning Act (NCCPA)	Section 1.10.2.3	CDFG consultation	Ongoing
Government Code Section 65040.12(e) Environmental Justice	Sections 1.10.2.6, 3.19.1.2	Analyzed in EIS/EIR	In Compliance
California Land Conservation Act (Williamson Act)	Section 3.8.1.2.2	Analyzed in EIS/EIR	In Compliance
California Clean Air Act (CCAA)	Section 3.3.1.2	Ambient air quality standards, mitigation measures	Ongoing
Native Plant Protection Act of 1977; CA Fish and Game Code Section 1900 et seq.	Section 3.5.1.2	Analyzed in EIS/EIR	Ongoing
California Species Preservation Act of 1970; CA Fish and Game Code Section 900-903	Section 3.5.1.2	Analyzed in EIS/EIR	Ongoing
CA Fish and Game Code Section 3511 and 5050	Section 3.5.1.2	Analyzed in EIS/EIR	Ongoing
CA Fish and Game Code 1930-1933	Section 3.5.1.2	Analyzed in EIS/EIR	Ongoing
CA Fish and Game Code 1600	Section 3.6.1.2	Federal Government is not required to submit a 1600 permit; however, similar to a Federal CWA 404 permit.	Ongoing
Airborne Toxic Control Measures (17 CCR Sections 93105 and 93106)	Sections 1.10.2.5, 3.6.1.2	Analyzed in EIS/EIR	In Compliance
Alquist-Priolo Earthquake Fault Zoning Act	Section 3.6.1.2	Analyzed in EIS/EIR	In Compliance
Seismic Hazards Mapping Act	Section 3.6.1.2	Analyzed in EIS/EIR	In Compliance

**Table 1-2
Related Laws, Rules, Regulations, and Executive Orders**

Statute	Section of Draft EIS/EIR with Description	Relevant Permits/Processes	Status of Compliance
Surface Mining and Reclamation Act (SMARA)	Section 3.6.1.2	Analyzed in EIS/EIR	In Compliance
Title 14, Chapter 3 – Solid waste handling and disposal. (CA Code of Regulations)	Section 3.14.1.2	Analyzed in EIS/EIR	In Compliance
Hazardous Waste Control Law	Section 3.17.1.2	Analyzed in EIS/EIR	In Compliance
Title 17, Public Health (CA Code of Regulations)	Section 3.17.12	Analyzed in EIS/EIR	In Compliance
Title 19, Public Safety (CA Code of Regulations)	Section 3.17.12	Analyzed in EIS/EIR	In Compliance
Title 22, Division 4.5 – Environmental Health Standards for the Management of Hazardous Waste (CA Code of Regulations)	Section 3.17.12	Analyzed in EIS/EIR	In Compliance
Title 26, Toxics (CA Code of Regulations)	Section 3.17.12	Analyzed in EIS/EIR	In Compliance
CA Department of Motor Vehicles, Hazardous Waste and Materials Transportation Requirements (Vehicle Code Section 31303)	Section 3.17.12	Analyzed in EIS/EIR	In Compliance
Local Statute			
Sacramento County General Plan	Sections 1.10.3, 3.1.1.2, 3.6.1.2, 3.9.1.2, 3.12.1.2	Zoning requirements, Level of Service (LOS) Standards, Noise Standards, water regulations, geologic hazards	In Compliance
El Dorado County General Plan	Sections 1.10.3, 3.1.1.2, , 3.6.1.2, 3.9.1.2, 3.12.1.2	Zoning requirements, LOS Standards, Noise Standards, water regulations, geologic hazards	In Compliance
Placer County General Plan	Sections 1.10.3, 3.1.1.2, 3.6.1.2, 3.9.1.2, 3.12.1.2	Zoning requirements, LOS Standards, Noise Standards, water regulations, geologic hazards	In Compliance
City of Folsom General Plan	Sections 1.10.3, 3.9.1.2	LOS Standards, Noise Standards, water regulations	In Compliance
City of Folsom Zoning Ordinance	Section 3.12.1.2	Zoning requirements	In Compliance
Granite Bay Community Plan	Sections 3.10.1.3, 3.9.1.2	Noise Standards, LOS Standards	In Compliance
City of Roseville General Plan	Sections 3.10.1.3, 3.9.1.2	Noise Standards, LOS Standards	In Compliance
City of Wheatland General Plan	Sections 3.10.1.3, 3.9.1.2	Noise Standards, LOS Standards	In Compliance

Table 1-2 Related Laws, Rules, Regulations, and Executive Orders			
Statute	Section of Draft EIS/EIR with Description	Relevant Permits/Processes	Status of Compliance
City of Rocklin General Plan	Sections 3.10.1.3, 3.9.1.2	Noise Standards, LOS Standards	In Compliance
Sacramento Metropolitan Air Quality Management District (SMAQMD)	Section 3.3.1.2	Mitigation measures	Ongoing
Placer County Air Pollution Control District (APCD)	Section 3.3.1.2	Mitigation measures	Ongoing
El Dorado County Air Quality Management District (AQMD)	Section 3.3.1.2	Mitigation measures	Ongoing
Feather River AQMD	Section 3.3.1.2	Mitigation measures	Ongoing

⁽¹⁾ regulation addressed through EIS/EIR process

Note: Ongoing – Some requirements of the regulation remain to be met by subsequent installation actions before implementation of some of the actions associated with this project. Once the statutory requirement for each action has been met, compliance will be labeled “in compliance”.

1.6 Related Projects

There are several related projects that are not part of the Folsom DS/FDR actions and are not evaluated as part of the alternatives in the EIS/EIR. These projects will be completed by their responsible agency using separate environmental documentation. These projects include:

- Widening of the spillway at L.L. Anderson Dam (French Meadows Reservoir) – will be carried out by Placer County Water Agency as a separate project. Included in the EIS/EIR as a cumulative project.
- Ecosystem Restoration – will be carried out by the Corps and the non-Federal sponsors as part of the originally authorized Folsom Dam Raise Project.
- Temperature Control Shutters - As described in the Corps PAC Report, the Corps originally authorized Folsom Dam Raise Project included improvements to the temperature control shutters as part of the ecosystem restoration component of the project. The Selected Plan (Refined Authorized Project) described in the PAC Report does not recommend any changes to this element of the authorized project, which is analyzed in the 2002 Long Term Feasibility Study/EIS/EIR. This feature would be completed independently of the Folsom DS/FDR by the Corps. Supplemental environmental analysis, coordination, and documentation would be completed if needed for this feature in the pre-construction, engineering and design phase of the project.

- New Folsom Bridge – will be carried out by the Corps and the non-Federal sponsors as part of the originally authorized raise project. Included in the EIS/EIR as a cumulative project.
- New Water Control Manual for Folsom Dam and Reservoir - The Corps, with coordination by Reclamation, will develop a new flood control manual for Folsom Dam for implementation prior to completion of the JFP Auxiliary Spillway. This parallel study will be a collaborative process with the appropriate level of environmental analysis, public, agency and stakeholder coordination, and appropriate NEPA/CEQA documentation. Included in the EIS/EIR as a cumulative project.

1.7 Overview of this Document

This document (Volume III of the Final EIS/EIR) contains a description of the Preferred Alternative (Proposed Project), as revised in light of comments received on the Draft EIS/EIR; a discussion of the environmental impacts associated with the currently Proposed Project, including acknowledgement of those impacts that are reduced by virtue of the project revisions compared to the impacts originally identified in the Draft EIS/EIR; all comments received on the Draft EIS/EIR during the public comment period; and the responses to those comments. More specifically, the elements of this volume of the Folsom DS/FDR Final EIS/EIR are as follows:

- **Chapter 1** provides an introduction to the Final EIS/EIR, including an explanation of the overall organization of the Final EIS/EIR. This chapter also provides a discussion of Joint Federal Project coordination, the relationship of the Folsom DS/FDR EIS/EIR with the Corps' PAC Report, the Folsom DS/FDR purpose and need/project objectives, the Federal, State, and local regulations and environmental requirements applicable to the Folsom DS/FDR and where such regulations and requirements are addressed in the Draft EIS/EIR, and identification of related projects.
- **Chapter 2** provides an updated project description including changes to the Preferred Alternative - Proposed Action/Project (Alternative 3) since the release of the Draft EIS/EIR. It also contains a listing of all proposed mitigation measures identified to reduce impacts associated with the Proposed Action/Project.
- **Chapter 3** provides a discussion of the impacts associated with the currently Proposed Project, as revised, including a delineation of where and how certain impacts now differ from those originally identified in the Draft EIS/EIR, based on the subsequent revisions to the Preferred Alternative. Chapter 3 only addresses those natural, physical, and socioeconomic resource areas with impact assessment changes based on the revisions to the Preferred Alternative (i.e., Alternative 3).

- **Chapter 4** presents responses to comments received on the Draft EIS/EIR during the public comment period. Many of the individual comments received were similar in nature and/or pertained to common or recurring issues. Chapter 4 provides “Topical Responses” that are designed and intended to address comments that were frequent in nature, involved a common theme, or both. Chapter 4 also includes a listing of the entities providing comments. While Chapter 4 provides Topical Responses that address, by topic, issues of concern most representative of the entirety of comments received during the public comment period, Appendix A of this document contains the individual comments along with a response for each comment. All comments received by the project agencies via e-mail, fax, comment form, or letter, and those submitted or dictated during the public hearings are included in Appendix A. The final section presents comments and responses on the Corps’ PAC Report.
- **Chapter 5** provides a list of recipients of the Final EIS/EIR, including elected officials and representatives, government departments and agencies, private organizations and businesses, and the general public.
- **Chapter 6** provides a list of references.
- **Appendix A** contains a copy of all comments received on the Draft EIS/EIR and responses to those comments.
- **Appendix B** contains the Public Hearing Summary Report.
- **Appendix C** contains Volumes I and II of the Draft EIS/EIR, including minor editorial edits for the purpose of reflecting corrections and clarifications requested by certain regulatory agencies, but not materially changing any of the information and analysis of the original document. For the purpose of this Final EIS/EIR, the Draft EIS/EIR errata sheet is presented with the editorial changes shown in "track-change" (i.e., additions to the original text are shown in underscore, italic format [*Example*] and deletions are shown in strikethrough format [~~Example~~]. The errata sheet is available in hard copy; the Draft EIS/EIR is only available electronically.
- **Appendix D** contains the Folsom DS/FDR Biological Assessment.
- **Appendix E** contains the Folsom DS/FDR Draft Fish and Wildlife Coordination Act Report by USFWS.

Chapter 2

Revised Project Description

The chapter discusses the characteristics of the currently proposed project, particularly as related to Alternative 3 - the Preferred Alternative, and describes how and why certain characteristics of the currently proposed project differ from those presented in the Draft EIS/EIR. As described in greater detail below, the Partner Agencies have revised the project description in response to comments on the Draft EIR, paying particular attention to concerns expressed by the local community. Additionally, technical data recently developed by the Partner Agencies regarding hydrologic analyses for the Folsom Facility suggest that the need for, and extent of, a raise greater than 3.5 ft is no longer necessary to provide dam safety and flood damage reduction benefits. The raise element of the project will undergo detailed design during the Corps' pre-construction, engineering and design phase and if needed, supplemental NEPA/CEQA documentation would be prepared.

While the basic nature, purpose, and fundamental elements of the project remain the same as described in the Draft EIS/EIR, the Partner Agencies have refined certain aspects of the project in response to concerns raised during the public comment period and the development of recent data indicating a reduced need for certain flood control improvements (such as a raise of more than 3.5 ft). The following sections 1) summarize the four basic action elements associated with the project, 2) describe how the project description has changed since publication of the Draft EIS/EIR, with particular attention to Alternative 3 and a brief discussion of the other alternatives, and 3) describe the implementation sequence (i.e., phasing) of the currently proposed project.

2.1 Description of the Folsom DS/FDR Preferred Alternative

The Folsom DS/FDR Preferred Alternative incorporates four action elements to be implemented by Reclamation and the Corps.

1. A new **Auxiliary Spillway** would be controlled by 6 submerged tainter gates (6STG). The Auxiliary Spillway, also referred to as the JFP, would be implemented jointly by Reclamation and the Corps to address hydrologic Dam Safety and Flood Damage Reduction concerns related to controlled release of water from Folsom Dam. Reclamation has also evaluated a Fuseplug Spillway alternative as a stand-alone dam safety alternative to be implemented only if the Corps is unable to receive timely construction funding or realize timely hydrologic risk reduction by

construction of the 6STG spillway. Reclamation and the Corps will jointly identify the final environmental mitigation and commitments for the new Auxiliary Spillway project element, inclusive of the Fuseplug option, under a joint JFP ROD.

2. Additional **Dam Safety** modifications will be undertaken by Reclamation to address seismic and static concerns related to the Main Concrete Dam and six of the eleven earthen structures. Seismic modifications would be made to MIAD by undertaking foundation jet grouting in conjunction with a downstream overlay and the reinforcement of Main Concrete Dam existing gates and piers. Static modifications would be undertaken to the Right and Left Wing Dams (RWD, LWD), Dikes 4, 5 and 6 and MIAD. Reclamation will independently identify the final environmental mitigations and commitments for this effort under a stand-alone ROD.
3. **Security** improvements will be undertaken by Reclamation to key Folsom facilities to address national security concerns. Reclamation will independently identify the final environmental mitigations and commitments for this effort under the dam safety ROD.
4. **Flood Damage Reduction** improvements in addition to the 6STG will be undertaken by the Corps including modification or replacement of existing emergency spillway gates and a 3.5-ft raise to all Folsom embankment facilities. The Corps will prepare a separate ROD for the 3.5-ft raise, emergency gate modifications or replacement, and other flood damage reduction features. As described more in this section, detailed design for these flood damage reduction features at the Folsom Facility would occur during the Corps' pre-construction, engineering and design phase. The issuance of a ROD by the Corps for such improvements at the Folsom Facility is not expected to occur in conjunction with the currently proposed DS/FDR actions, but rather would occur later as a separate action with supplemental environmental documentation if necessary.

The following sections describe the basic nature and characteristics of each of these four actions. Section 2.2.4 of the Draft EIS/EIR provides detailed descriptions of the various engineering measures (i.e., improvements) associated with these actions, which were included to varying degrees in the six alternatives (i.e., No Action/No Project Alternative and Alternatives 1 through 5).

2.1.1 Auxiliary Spillway - JFP (Reclamation and the Corps)

The JFP involves the construction of a new Auxiliary Spillway (6STG or Fuseplug control structure) downstream of the toe of the LWD to provide the operational capability for improved hydrologic control (controlled sustained discharge earlier

and for longer durations and/or prevention of overtopping) of storm induced floods in excess of reservoir storage capacity in advance of and during a major storm. The new Auxiliary Spillway Preferred Alternative (6STG) would be constructed jointly by Reclamation and the Corps. Reclamation would initiate excavation of the spillway channel and stilling basin and the Corps would complete excavation of the channel including the approach channel, and construct the control structure and concrete lining of the channel and stilling basin. The Draft EIS/EIR addressed the impacts of constructing either spillway option, including operating the new facility to existing operational parameters. The Corps has initiated further study, including the follow-up environmental documentation process, to address the future operational issues for the 6STG spillway.

Common (soil) rock material excavated from the spillway channel would be hauled eastward on government property for temporary stockpiling and/or permanent disposal of excess material at or near the downstream toe of the LWD, Observation Point area, Dike 7, and the D1/D2 area near MIAD (see Figure 2-1 for locations of site features and stockpile areas under the Preferred Alternative). Although not part of the JFP, the temporarily stockpiled material would be used for the proposed dam safety improvements (Section 2.1.2 below) including construction of a downstream overlay at MIAD and various staging platforms.

2.1.2 Dam Safety Improvements (Reclamation)

To address seismic and static concerns for structures comprising the Folsom Facility, Reclamation has planned modifications for the Main Concrete Dam, the RWD and LWD, Dikes 4, 5, and 6, and MIAD. All of these modifications would be constructed independently by Reclamation.

To address seismic concerns for the Main Concrete Dam, three types of improvements are planned to provide reinforcement to the existing spillway gates and piers to withstand a major earthquake. Deformation of the gate piers and during earthquake loading could result in failure of several spillway gates. This failure could release significant quantities of water that could cause flooding and possible failure of the downstream levees. The three types of improvements proposed to enhance dam safety include:

- a) Bracing between existing piers - The project design is intended to inhibit pier bending during an earthquake. The braces consist of steel trusses that span the distance between piers. The braces (seven per spillway bay) are designed to carry the cross-canyon force during a seismic event. The braces would reduce bending stresses in the pier reinforcing steel and minimize deflections of the piers and potential loading of the spillway gates.
- b) Pier wrap - This improvement involves placement of a steel plate wrapped around the downstream portion of the pier and anchored with bolts on both

sides that extend completely through the pier, upstream of the area of concern. The steel plate would carry the load placed on it if the pier tends to shear and displace; the pier would hold in place.

- c) Spillway gate bracing - Spillway gates would be overstressed during large seismic events and could fail from buckling of the gate arms. Failure of several spillway gates could release significant quantities of water that could cause flooding and failure of the downstream levees. Designs for reinforcing and/or replacing the existing gate arm members were developed as part of the project to address this failure mode. These modifications would strengthen the gate arms and reduce the probability of gate failure. This strengthening could be performed with the gate in place. During construction, a bulkhead would be installed upstream of the gate to eliminate loading on the gate and the reinforcement installed.

To address seismic concerns for MIAD, two types of improvements are planned. The first improvement involves stabilization of the foundation of MIAD using a subsurface jet grouting process. A cement-grout mixture would be formed on-site using a cement material hauled to the MIAD project site and mixed with water. The cement water mixture would be injected into the subsurface by a drilling method and would solidify in situ. Following jet grouting, material temporarily stockpiled from the new Auxiliary Spillway site at the D1/D2 area, along with processed sand and gravel material, would be placed as an overlay on the downstream face of MIAD.

To address static concerns for LWD, RWD, Dikes 4, 5, and 6, and MIAD, Reclamation would install new seepage control filters within the downstream face of each earthen structure. The filter material would be processed sand and gravel material and would be delivered to each individual facility from offsite in highway legal haul trucks and/or processed from materials excavated from the Auxiliary Spillway on-site at or near the LWD. The construction improvements involve stripping a layer of shell material from the downstream face of the wing dams and dikes, placing the filter material, and replacing the shell. Additional material needed to rebuild the shell would either be excavated from the Auxiliary Spillway site or from supplemental borrow sites.

2.1.3 Dam Security Improvements (Reclamation)

Reclamation would install security cameras at access points to the Main Concrete Dam, Dikes 4 through 7, and at MIAD. The cameras would be placed on 30-ft steel poles with electrical and cable connections buried. To improve the night visibility of the Main Concrete Dam and control gates, Reclamation would install lighting to focus on the critical aspects of this structure. To the extent practicable, lighting would be installed in a manner that meets security mission requirements and

minimizes glare or reflection impacts to homes and other private property surrounding the reservoir.

2.1.4 Flood Damage Reduction Actions (Corps)

To provide for improved flood damage reduction benefits in addition to the 6STG spillway, the Corps plans two separate actions as their Selected Plan. Construction of the JFP Auxiliary Spillway would increase project discharge capacity at lower pool elevations with no net increase in pool elevation. This allows lowering of the maximum pool and a decrease in the need for surcharge storage space in the reservoir. The additional modifications include the modification and/or replacement of existing emergency spillway gates and a 3.5-ft parapet wall or earthen raise to all embankment structures. The spillway gate replacement is to account for differing gate sizes and/or improve flow capacity; the raise is intended to provide additional freeboard. The 3.5-ft raise and emergency gate replacement portion of the Corps' Selected Plan would undergo further design during the Corps' pre-construction, engineering, and design phase.

2.2 Changes to the Project Since the Release of the Draft EIS/EIR

Based upon additional engineering analysis and responding to public comments on the Draft EIS/EIR, the following section introduces the changes to the project description as revised since the release of the Draft EIS/EIR.

2.2.1 Sequencing and Length of the Folsom DS/FDR Actions

The Partner Agencies have modified the proposed sequencing of construction at each of the Folsom facilities. The proposed completion date for certain dam safety actions have been extended several years and there is less overlap of construction work for the dikes and wing dams. The new Auxiliary Spillway would now be constructed as part of three phases. Table 2-1 provides the proposed sequencing of the Folsom DS/FDR actions. It is important to note that the schedule proposed in Table 2-1 is tentative and subject to change based on engineering design considerations and availability of funding for each activity.

2.2.2 Inundation Due to Raises

The Draft EIS/EIR introduced the possibility of constructing a Folsom Facility raise greater than 4 ft which could result in constructing new embankments to contain reservoir water resulting from an increased reservoir surface elevation beyond existing conditions. Since publishing the Draft EIS/EIR, Reclamation has determined that a Fuseplug Spillway alternative could pass the PMF without the need for embankment raises above the current crest elevation. As a result,

Table 2-1		
Folsom DS/FDR Project Phase Sequencing		
Activity ID	Folsom Facility	Construction Period
1	Auxiliary Spillway Excavation Phase 1	September 2007 to March 2009
2	Right and Left Wing Dam Static Modifications	October 2007 to November 2008
3	MIAD Jet Grouting	July 2008 to November 2009
4	Auxiliary Spillway Excavation Phase 2	September 2010 to January 2014
5	Dike 5 Static Modifications	September 2009 to May 2010
6	MIAD Seismic Overlay	June 2015 to April 2017
7	Dikes 4 and 6 Static Modifications	September 2017 to April 2018
8a	Pier Tendon Installation at Main Concrete Dam	January 2014 to March 2015
8b	Spillway Pier Wraps & Braces	August 2016 to April 2018
8c	Spillway Gate Repairs	January 2018 to August 2020
9	Auxiliary Spillway Approach Channel Excavation Phase 3 and Gate Structure Construction	September 2011 to November 2014
10	Raise of all Folsom Facilities	May 2010 to September 2014

Reclamation has determined that no property takes, flowage easements, or additional small scale impoundment features such as dikes or berms are planned as part of its role in the Folsom DS/FDR actions.

Based upon additional engineering analysis since the Draft EIS/EIR was published, the Corps has concluded that with optimization of all elements of the Selected Plan (6STG, emergency spillway gate modification and 3.5-ft raise) an increase to maximum reservoir water surface elevation beyond current dam crest elevation is not anticipated to provide for flood damage reduction benefits.

Under the Selected Plan, the future maximum reservoir water surface elevation would not exceed the existing take line for a 200-year design event and there would be a lower maximum water surface elevation than the without-project condition for all flood events inclusive of a PMF event. This would eliminate the risk that surrounding properties would be flooded. Consequently, no property takes, flowage easements or additional small scale impoundment features such as dikes or berms beyond the existing take line are planned in the Final EIS/EIR. The 3.5-ft raise portion of the Selected Plan will undergo further design during the Corps' pre-construction, engineering, and design phase and if needed, supplemental NEPA/CEQA documentation would be prepared.

2.2.3 Folsom DS/FDR Optimized Project Area

The project footprint evaluated in the Draft EIS/EIR included areas required to construct raises of all structures up to 17 ft in height (Alternative 5).¹ Based upon further engineering analysis and considering public comments on the Draft EIS/EIR, the Partner Agencies have concluded that raises above 3.5 ft are not required and have eliminated them as project alternatives. As a result, the project footprint has been reduced to the minimum area necessary to support the new Auxiliary Spillway; work on the main concrete dam; the seismic and static modifications to Dikes 4, 5, 6, LWD and RWD and MIAD; and any 3.5-ft raise. Reducing the project footprint has reduced impacts to those presented in the Draft EIS/EIR, primarily pertaining to recreation, vegetation and wildlife, and other elements of vital concern to the surrounding communities. Upon completion of construction, project staging areas, haul roads, stockpiles, temporary access roads, detours, trails and paths or similar features would either be reclaimed/restored as close to practical to the pre-existing condition and/or similar to the surrounding terrain and/or be graded to provide unimproved platforms as elected by Reclamation.

The following text summarizes specific individual changes to the project footprint as a result of eliminating raises above 3.5 ft, along with the commensurate reduction in impacts. Figures 2-1 and 2-2 illustrate the reduction in project footprints under the Draft EIS/EIR and the revised Preferred Alternative. These figures should be reviewed in relation to the text below.

Dike Crest and Toe Construction Zones

In the Draft EIS/EIR, the maximum area of impact for the dike construction zones was assumed to encompass a 150-ft vegetation clearing buffer from the downstream toe of all earthen embankments except at Dike 7, the LWD and MIAD and embankment crest widths to accommodate up to a 17-ft raise. In the revised project description, areas below Dikes 1, 2, and 8 have been removed from consideration. Areas at Dike 7, the RWD, LWD, and MIAD remain largely the same. Minor adjustments include extending areas to the federal property boundary limits below Dike 7 to accommodate material stockpiles; at the site of the new Auxiliary Spillway below the LWD to the newly granted easement limit provided for the Folsom Bridge Project; and at MIAD to the federal property boundary bordering Green Valley Road to accommodate jet grouting and the seismic overlay modifications. All other toe buffers have been eliminated from Dikes 1, 2, 3, and 8 and reduced to 80 ft or less at Dikes 4, 5, and 6.

¹ While several of the alternatives considered in the Draft EIS/EIR propose a dam/facility raise less than the 17 ft anticipated under Alternative 5, a single most-conservative impact footprint was used in the programmatic-level analysis of all alternatives that proposed any raise (i.e., Alternatives 2 through 5).

Crest widths on all earthen embankments have been reduced to the limit of the existing crest width, typically 20 ft, to accommodate the 3.5-ft raise. No additional toe area is required to accomplish the raise element for Dikes 4, 5, 6, and 7. For Dikes 1 to 3 and Dike 8, a 50-ft temporary construction easement is assumed. Chapter 3 of this Final EIS/EIR discusses how these changes would reduce impacts to the natural, physical, and social environments. Figures 2-1 and 2-2 of this document provide a comparison of the reduced footprints for construction zones near the facilities proposed for modifications.

Haul Routes

In response to public comments on the Draft EIS/EIR, the Partner Agencies have further clarified the proposed haul routes identified in the Draft EIS/EIR. The haul routes are predominantly within the Federal property boundary and use existing service routes along the immediate toes of existing embankments and/or in-reservoir (i.e. at or below elevation 480.5 ft and typically above normal operational reservoir water surface elevation of 466.0 ft). The identified routes avoid surveyed cultural resources sites, incorporate public safety protection measures, such as fencing and with traffic control measures and/or grade separated crossings, and/or provide for temporary alternate public access detours at major recreation area access points. To the extent practicable, the Partner Agencies would use natural topography and stockpiled materials to reduce noise along haul routes and control fugitive dust emissions with combinations of water, dust control surfactants, and gravel. The use of haul routes, along with other impact reduction measures would reduce recreational impacts. A summary explanation is provided below and detailed explanation of this change to relevant specific impacts, such as recreation, is addressed in Chapters 3 and 4.

As outlined in Section 2.5 and Chapter 4 of this document, there would be nearly continuous public access to recreation areas throughout the construction period. Access would be facilitated through the use of traffic control measures and/or grade separated vehicular and/or pedestrian crossings and/or temporary alternate public access detours. Temporary closures could occur during construction of the grade separation or other access measures or to meet unforeseen project circumstances. In such cases, temporary closures would be accomplished during off-peak days or the off-season to minimize impacts on recreation activities.

Reclamation's Central California Area Office will notify local agencies and the general public and accept input in advance of any possible extended closure(s) that may be necessary due to unforeseen project circumstances.

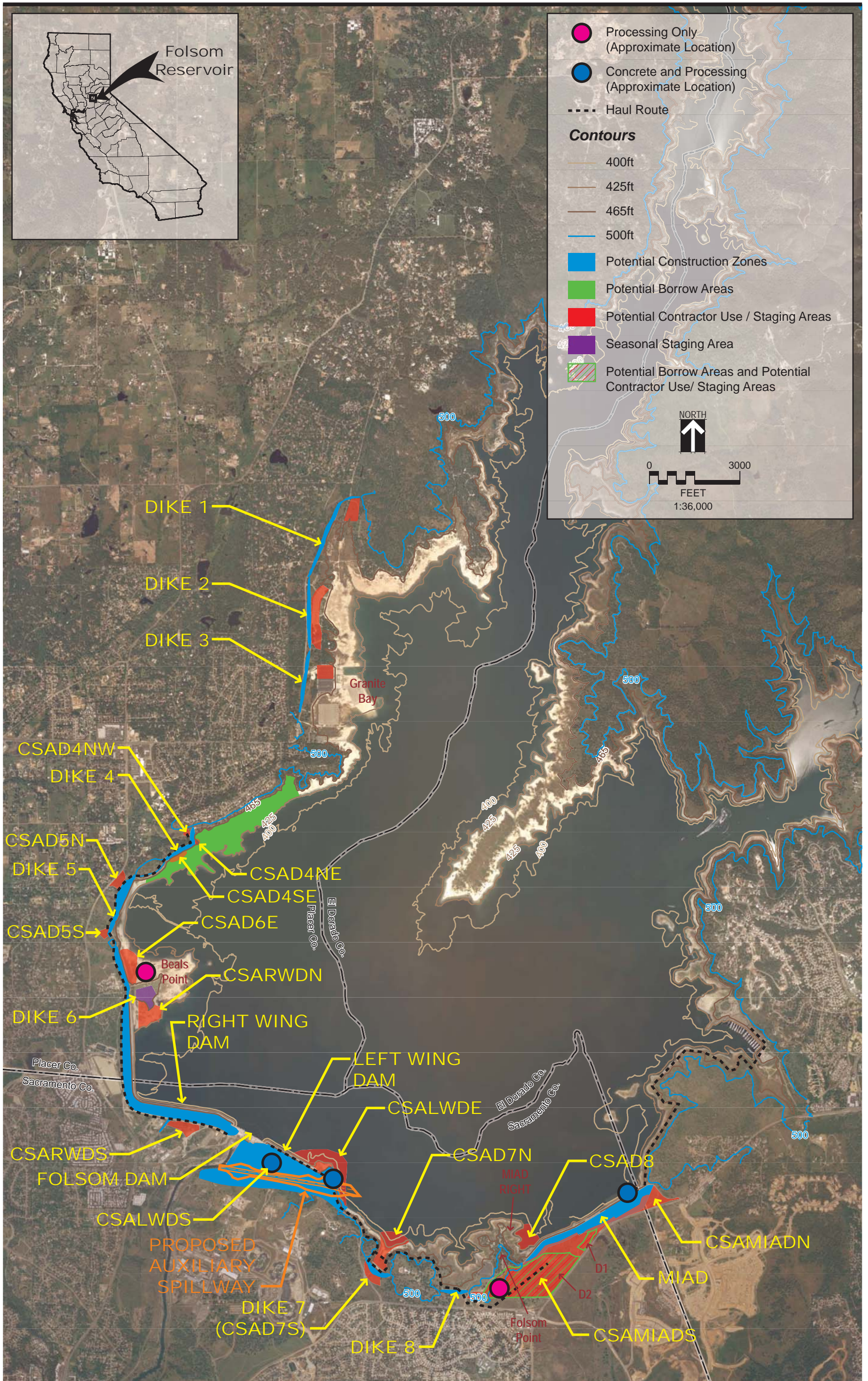


Figure 2-1
The Preferred Alternative
Construction Zones

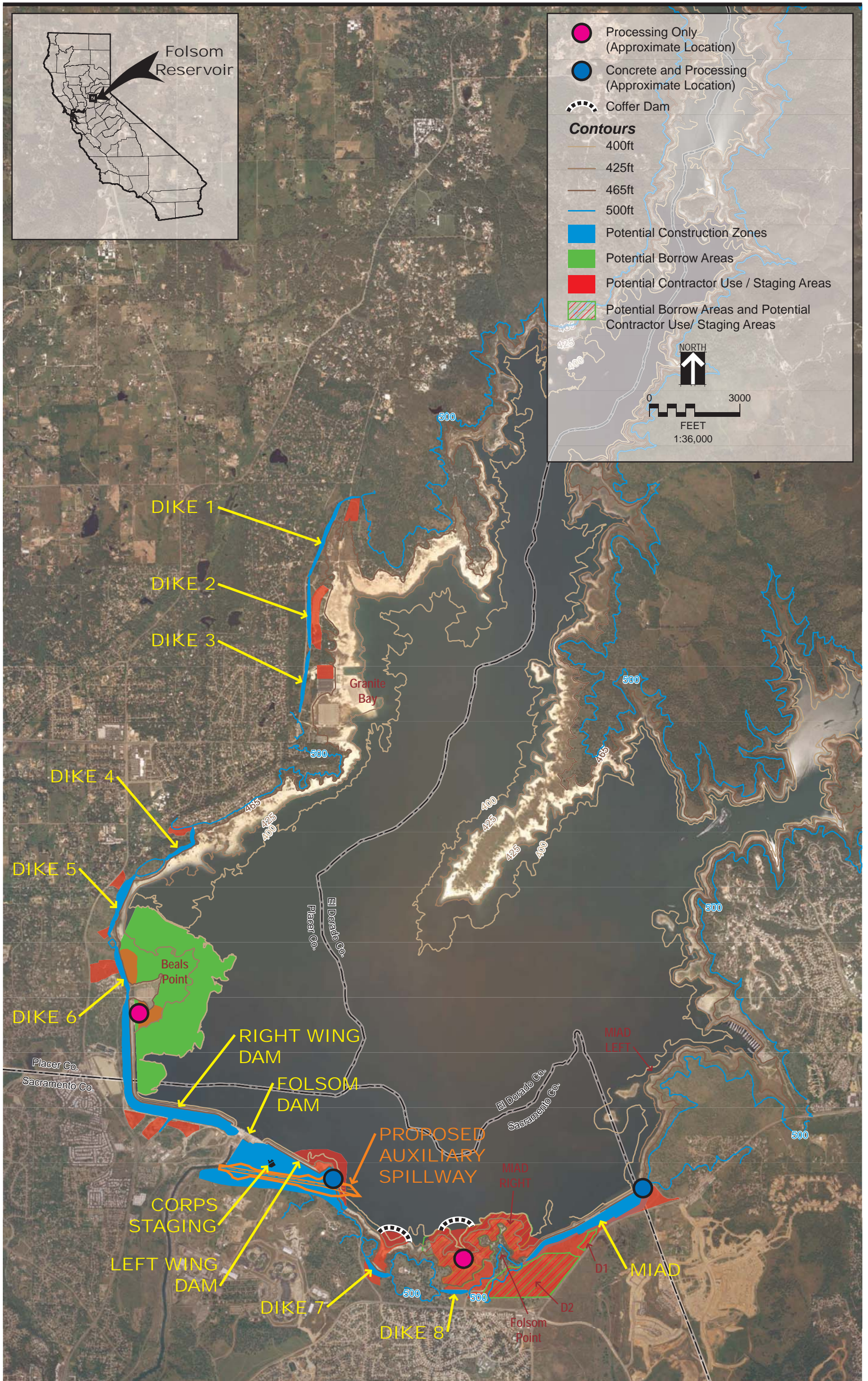


Figure 2-2
Alternative 3, Draft EIS/EIR
Construction Zones

The haul roads and routes for the revised Preferred Alternative are described below.

- a) Auxiliary Spillway to MIAD – This haul route would predominantly follow a portion of Folsom Dam Road closed to public use and the reservoir along the existing shoreline at an elevation below 480.5 ft. The haul road would continue to stock pile locations identified at Dike 7 along the shore line and cross the Folsom Point access road to the stockpile areas near MIAD identified as D1/D2 and near the right groin area of MIAD. The haul route would have haulage access points to the contractor staging areas and stockpile locations identified in Figure 2-3 of this document. Public safety would be maintained via fencing or other similar measures. There would be nearly continuous public access to recreation areas throughout the construction period as outlined in Section 2.5 and Chapter 4 of this document. Specifically in relation to haul routes, Folsom Point, and associated adjacent recreation trails, access would be maintained year-round through the use of traffic control measures and/or grade separated vehicular and/or pedestrian crossings and/or temporary alternate public access detours. Temporary closures could occur when completing construction of the grade separation itself or other access measures or to meet unforeseen project circumstances. In such cases, temporary closures would be accomplished during off-peak days or the off-season to minimize impacts on recreation activities. Reclamation’s Central California Area Office will notify local agencies and the general public and accept input in advance of any possible extended closure(s) that may be necessary due to unforeseen project circumstances.

- b) Right Wing Dam to Dike 4 – This haul route reflects the above general description by predominantly following existing service roads along the downstream toes of embankments. The haul route would have haulage access points to Dikes 4, 5, 6 and RWD as shown in Figure 2-4 of this document. Public safety would be maintained via fencing or other similar measures. There would be nearly continuous public access to recreation areas throughout the construction period as outlined in Section 2.5 and Chapter 4 of this document. Specifically in relation to haul routes, Beal’s Point, and associated adjacent recreation trails, access would be maintained with minimal disruption through the use of traffic control measures and/or grade separated vehicular and/or pedestrian crossings and/or temporary alternate public access detours. Temporary closures could occur when completing construction of the grade separation itself or other access measures or to meet unforeseen project circumstances. In such cases, temporary closures would be accomplished during off-peak days or the off-season to minimize impacts on recreation activities. Reclamation’s Central California Area Office will notify local agencies and the general public and accept input in advance of any possible extended closure(s) that may be necessary due to unforeseen project circumstances.

- c) MIAD to Hobie Cove – This haul route follows the description presented in b) of this section by predominantly following a previously constructed haul road to Browns Ravine along the shoreline below 480.5 ft, as shown in Figure 2-3 of this document. Public safety would be maintained via fencing or other similar measures. Public recreation access would be maintained year-round, with minimal disruption at Browns Ravine and various recreation trails.

Optimized Borrow

The Draft EIS/EIR discussed the potential for developing borrow sites near each of the Folsom facilities to produce earthen materials for raising structures and additional shell material. The Partner Agencies have determined that the majority of borrow would be produced from the Auxiliary Spillway excavation site, which would reduce the need to develop in-reservoir borrow sites and effects to recreational opportunities. However, both agencies may determine the need to develop other borrow sites for supplemental use (as a contingency); therefore, the potential has been retained in the final project description.

Supplemental borrow site requirements would be limited to in-reservoir areas, between elevation 400.0 and 425.9 ft, north of Beal's Point at an area below Mooney Ridge and the cove area below Dike 8. Also, the Partner Agencies have retained the areas outside the reservoir near MIAD at the D1/D2 area as both a contractor staging area and potential borrow site. Borrow would no longer occur in the immediate vicinity of the Granite Bay or Browns Ravine recreation areas.

Optimization of borrow operations would substantially reduce adverse effects by reducing potential in-reservoir traffic, air quality, recreation and noise impacts on roadways and to communities adjacent to the reservoir, as was presented in the Draft EIS/EIR. Reclamation's Central California Area Office will notify local agencies and the general public and accept input prior to initiating supplemental borrow activities at these sites.

Staging Areas

In response to public comments on the Draft EIS/EIR, the Partner Agencies have reduced the amount of acreage needed for staging purposes by eliminating, consolidating, or reducing acreage from that presented in the Draft EIS/EIR. In principle, contractor staging areas would emphasize use of areas with no current public access, away from residential areas, use of excess materials to create platforms above the normal operating reservoir water surface elevation of 466.0 ft and be placed so as to maintain existing or equivalent public recreation access and use capacity during the peak recreation season. This change, along with other impact reduction measures below would reduce vegetation and wildlife and recreational impacts.

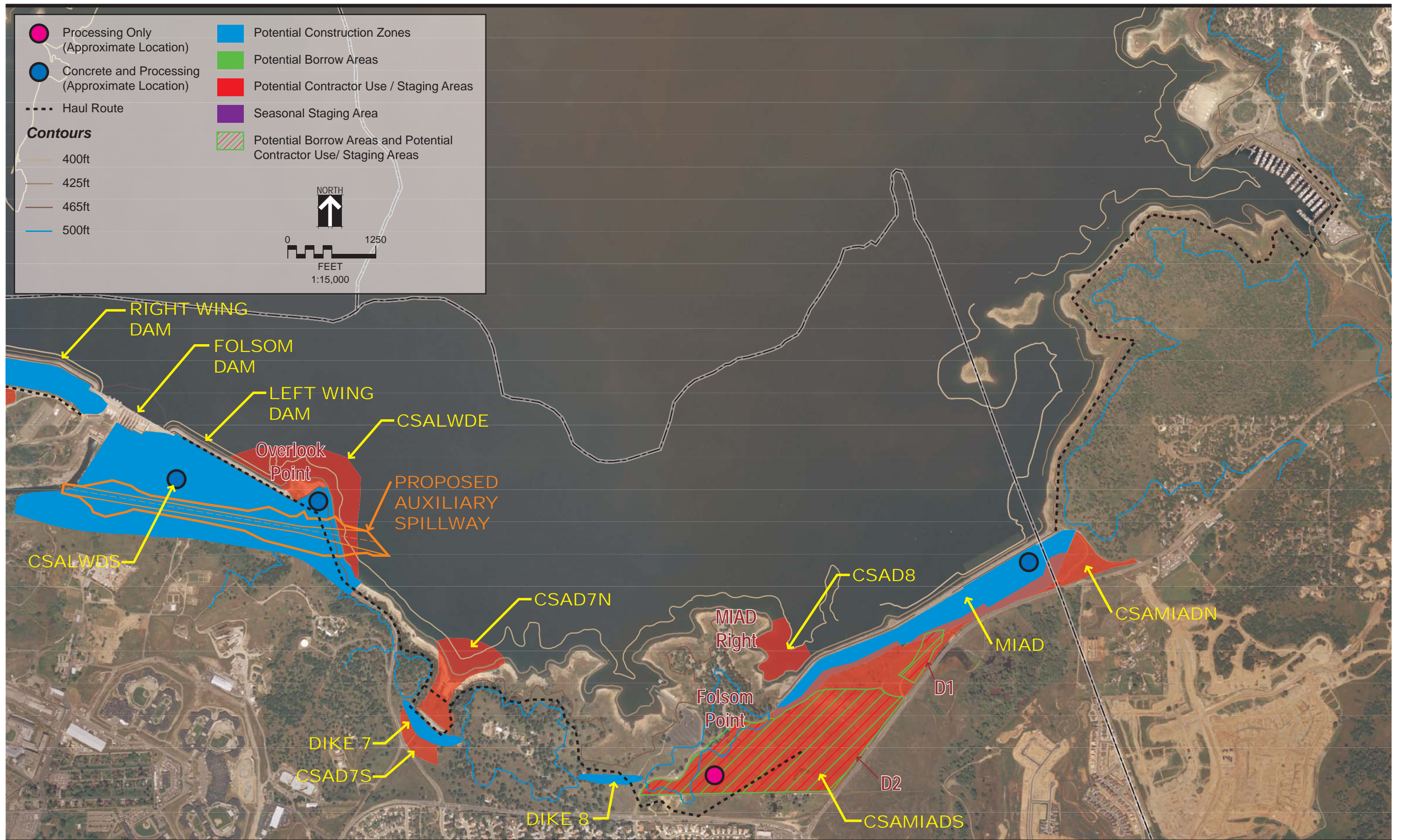


Figure 2-3
Preferred Alternative,
Auxiliary Spillway to MIAD

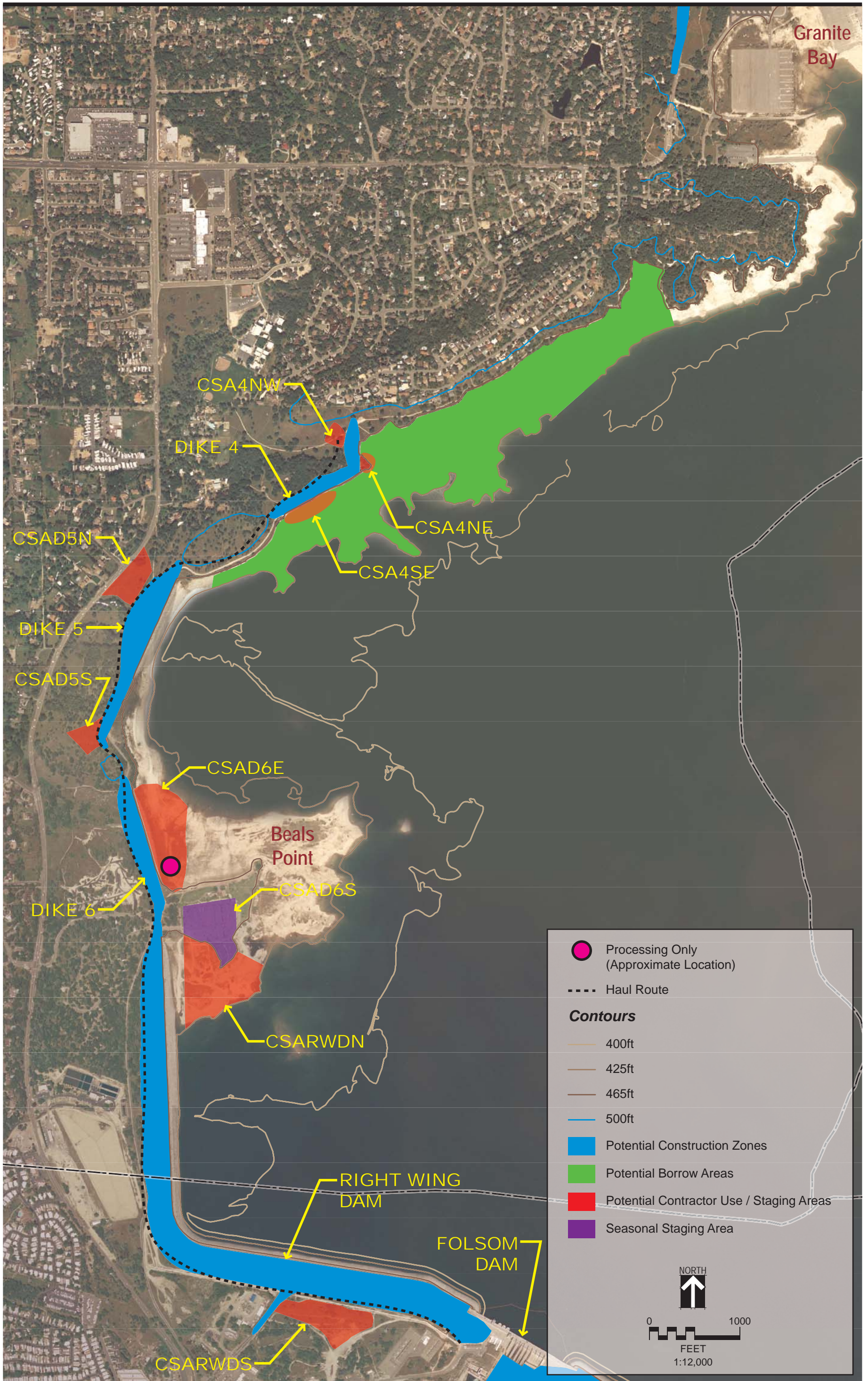


Figure 2-4
Preferred Alternative,
Right Wing Dam to Dike 4

- 1) Staging area(s) for work on the RWD at Beal's Point recreation site was removed through construction of a staging platform south of the recreation area.
- 2) Staging for work at Dikes 4, 5, and 6 would be in the immediate vicinity of the dikes, or would use the platform established south of Beal's Point. These locations would be in areas typically not accessible by the general public and away from residential areas.
- 3) Staging for work at the Auxiliary Spillway site would potentially be at multiple locations along the toe of the LWD, at the Observation Point, at a constructed platform at Dike 7, and at the D1/D2 location.
- 4) Staging for work on MIAD would be at the D1/D2 location.

To minimize potential impacts to recreation, staging areas at Beal's Point and Folsom Point would be placed on constructed platforms or on adjacent unimproved areas a safe distance from primary recreational activities. Public safety would be maintained through the use of fencing or other similar measures. There would be nearly continuous public access to recreation areas and trails throughout the construction period through the use of traffic control measures and/or grade separated vehicular and/or pedestrian crossings and/or temporary alternate public access detours. Temporary closures could occur when completing construction of the grade separation itself or other access measures or to meet unforeseen project circumstances. In such cases, temporary closures would be accomplished during off-peak days or the off-season to minimize impacts on recreation activities. Reclamation's Central California Area Office would notify local agencies and the general public and accept input in advance of any possible extended closure(s) that may be necessary due to unforeseen project circumstances.

Cofferdams

The Partner Agencies have eliminated cofferdams proposed at Dikes 7 and 8. This would result in fewer adverse water quality and recreation impacts.

Materials Storage, Processing and Batch Plants

The Partner Agencies currently anticipate that commercial and processed materials (cement, concrete aggregates, sand and gravel, steel etc.) required for the project would be obtained from local commercial off-site suppliers. The revised Preferred Alternative includes the option of conducting processing (crushing and screening) of materials excavated from the new Auxiliary Spillway site, but limits such activity to areas away from residential areas and off limits to public access. The change to the use of commercially acquired materials would reduce air quality, noise, viewshed, and recreational impacts.

The revised Preferred Alternative includes the option to locate materials storage and processing facilities, with the exception of rock crushing equipment, at staging and stockpile areas shown on Figures 2-1, 2-3, and 2-4 of this document. Specifically:

- 1) The jet grout materials storage and mixing facilities and a materials screening plant at MIAD have been relocated to the staging area D1/D2.
- 2) Concrete batch and crushing and screening plants – In response to public comments on the Draft EIS/EIR, the option to locate a concrete batch plant at Folsom Point and/or MIAD was eliminated and location of such facilities is now consolidated to sites between the Auxiliary Spillway and the LWD and/or Observation Point areas. This could require relocation of existing structures and/or power lines below the LWD.

2.3 Overview of the Folsom DS/FDR Alternatives

The Draft EIS/EIR discussed five action alternatives and identified Alternative 3 – the JFP Auxiliary Spillway, with a 3.5-ft raise, as the least environmentally damaging alternative. The five original alternatives and their current status, within the context of this Final EIS/EIR are briefly described below.

2.3.1 Alternative 1 – Fuseplug Auxiliary Spillway/No Dam Raise

Alternative 1 differs from the Draft EIS/EIR Alternative 3 principally in that the Auxiliary Spillway dimensions would be shallower and wider and the control structure would be an earthen fuseplug. There would be no raise to any structure for flood water retention or additional freeboard. This alternative has been retained as an executable option in this Final EIS/EIR should the Corps not receive timely funding and/or realize hydrologic risk reduction measures by constructing the 6STG Auxiliary Spillway component of the revised Alternative 3.

2.3.2 Alternative 2 – Fuseplug Auxiliary Spillway with Tunnel/Potential 4-ft Dam Raise

Alternative 2 incorporates a potential 4-ft dam raise with a fuseplug Auxiliary Spillway and gate-controlled tunnel spillway for better hydrologic control of large flood events. This alternative has been eliminated from further consideration.

2.3.3 Alternative 3 – JFP Auxiliary Spillway/3.5-Ft Raise

Alternative 3 is identified in this EIS/EIR as the Preferred Alternative (also termed Proposed Project/Proposed Action). The principle elements of Alternative 3 are a new Auxiliary Spillway controlled by 6 submerged tainter gates, dam safety modifications to the RWD, LWD, Dikes 4, 5, 6 and MIAD, flood damage reduction modifications to the existing emergency spillway gates and a 3.5-ft embankment raise. The revised Preferred Alternative differs from Alternative 3 in the Draft

EIS/EIR in that the 3.5-ft raise, if constructed in conjunction with modification and/or replacement of the three emergency spillway gates and the 6STG Auxiliary Spillway, would only serve as additional freeboard for the Folsom facilities. The raise would not substantially increase the maximum reservoir water surface elevation above 480.5 ft. As a result, under the Corps' Selected Plan, there would no longer be a need for additional flood easements or auxiliary dikes around the reservoir. The 3.5-ft raise, constructed in conjunction with modification and/or replacement of the three emergency spillway gates and the 6STG Auxiliary Spillway, has been identified by the Corps as the Selected Plan within the Corps' PAC report.

Section 2.4.10 below generally describes potential environmental effects of the 3.5-ft raise. Effects were also previously included in the American River Watershed Long-Term Study Final EIS/EIR, February 2002. The 3.5-ft raise portion of the Corps' Selected Plan will undergo further detailed design during the Corps' pre-construction, engineering, and design phase.

Reclamation would implement the dam safety modifications to address seismic and static concerns related to the Main Concrete Dam and six of the eleven earthen structures. Seismic modifications would be made to MIAD through foundation jet grouting in conjunction with a downstream overlay and the reinforcement of Main Concrete Dam existing gates and piers. Static modifications would be undertaken to the RWD and LWD, Dikes 4, 5 and 6 and MIAD. Reclamation would independently identify the final environmental mitigation and commitments for this effort under a stand-alone ROD.

2.3.4 Alternative 4 – JFP Auxiliary Spillway/Potential 7-ft Raise

Alternative 4 contains many of the same elements as Alternative 3 with the exception of a 7-ft raise for increased reservoir flood storage during large flood events. Based upon additional engineering analysis and considering public comments on the Draft EIS/EIR, the Partner Agencies are no longer considering Alternative 4 as a probable alternative.

2.3.5 Alternative 5 – 17-ft Raise

Alternative 5 was specifically developed to address both dam safety and flood damage reduction requirements without the construction of an Auxiliary Spillway. Alternative 5 would involve increased reservoir storage capacity to control large flood events. Based upon additional engineering analysis and considering public comments, Alternative 5 is no longer being considered by the Partner Agencies as a probable alternative.

2.4 Folsom Dam Safety/Flood Damage Reduction Project Description (Revised Alternative 3)

This section describes activities for the Folsom DS/FDR Preferred Alternative, based upon the current sequencing plans for implementing corrective measures at each of the 12 structures of the Folsom Facility (see Table 2-1). The information below describes the general construction features and processes and the basic construction schedule. The text is not a repeat of the project details provided in the Draft EIS/EIR. The reader is referred to Chapter 2 of the Draft EIS/EIR for additional information regarding description of the features, details on quantities, and the activities planned at each of the structures of the Folsom Facility, recognizing that certain information in the Draft EIS/EIR related to elements of Alternative 3 is superseded by the discussion in this Final EIS/EIR.

2.4.1 Activity 1 – JFP Auxiliary Spillway Excavation Phase 1

The first activity, scheduled for the fall 2007, would be initiation of site excavation of the proposed Auxiliary Spillway. Under this phase, a materials haul road would be constructed from the Auxiliary Spillway site at the LWD to the vicinity of MIAD, stockpile and/or staging areas would be set up at the LWD (CSALWDS²), Observation Point (CSALWDE), at Dike 7 (CSAD7), and area D1/D2 (CSAMIADN, CSAMIADS) near MIAD. Excavation of up to 860,000 cubic yards (cy) of soil and rock from the Auxiliary Spillway site would occur. The excavated materials would be hauled primarily to area D1/D2 near MIAD as a temporary stockpile. Excess material would be permanently stockpiled at staging/stockpile areas, principally below the LWD (CSALWDS) and the Observation Point (CSALWDE), Dike 7 (CSAD7), in-reservoir at the southern portion of Folsom Point adjacent to the right groin of MIAD (CSAD8), and area D1/D2 (CSAMIADN, CSAMIADS). CSAMIADS and CSAD8 sites could potentially be used for permanent stockpiling should capacity at primary sites below the LWD (CSALWDS) and observation point (CSALWDE) area be insufficient or to meet unforeseen project exigencies. The contractor staging areas (CSAs) described above are shown on Figures 2-3 and 2-4.

The principle work schedule would include a 24 hour work day over two principal production shifts, 7 days per week. The work shifts would be approximately 12 hours long with ancillary support activities occurring over a 24-hour period. Work activities with significant impacts to residential areas such as noise, dust, and light would be either mitigated by appropriate measures to less than significant and/or limited to traditional working days and hours and/or in conformance with local relevant permit requirements and/or ordinances.

² Contractor staging area (CSA) locations as labeled on Figures 2-3 and 2-4.

Haul Road Construction

Off site material transportation would be via off road haul trucks. Through ongoing engineering analysis, the Partner Agencies continue to evaluate equipment size and other conveyance methods to reduce all impacts. Movement of excavated material would involve a substantial number of haul truck round trips. To keep this amount of truck traffic off city streets, a haul road would be constructed primarily on federal property between the maximum high (480.5 ft) and normal operational water levels (425.0 to 466.0 ft) of the reservoir. The haul road would be approximately 40 ft wide and would be maintained to minimize dust production with water and/or dust surfactants. Public safety would be maintained through the use of fencing or other similar measures. Public recreation access would be nearly continuous through measures described in Section 2.5 and Chapter 4 of this document.

This haul road would be in use intermittingly for approximately 8 years during all 3 phases of the Auxiliary Spillway construction. Excavation of the spillway site would not occur continuously for all 8 years of spillway construction work. There would be several periods of time with no excavation. However, this internal road would be used as a general transportation route for traffic between the main concrete dam and MIAD until all work at MIAD has been completed.

Upon completion of construction activities, the haul road would either be regraded to previous contours or partially regraded to provide a platform for future incidental benefit as a recreational trail. Future beneficial improvements may be undertaken by Reclamation under other authorities and/or other parties on approval by Reclamation, subject to future environmental, economic and other required analysis, but does not represent a commitment to provide such improvements as part of this EIS/EIR.

Staging

Initial staging of equipment for the Phase 1 excavation would be at combinations of below the LWD, Observation Point, Dike 7 and adjacent to MIAD at area D1/D2. Staging is primarily required for contractor facilities such as offices, materials and equipment storage and processing facilities. A batch plant would not be required. Processing facilities would be limited to below the LWD, Observation Point, and/or D1/D2.

Excavation

Excavation would be performed using standard earth moving equipment. Approximately one half to one-third of the material to be excavated during Phase 1 is bedrock, which requires drilling and blasting. Drilling and setting of charges would follow an approved blasting plan and permit.

On-site Hauling

Hauling would occur in large off-road haul trucks. To the extent practicable, the Partner Agencies would use natural topography and stockpiled materials to reduce noise along haul routes and control fugitive dust emissions with combinations of water, dust control surfactants, and gravel.

Off-site Hauling

With the exception of transport of construction equipment and miscellaneous supporting services to the Auxiliary Spillway site, there would not be a substantial need for hauling of materials to the site during Phase 1. There would be a daily trip for a fueling truck during this phase, as well as for all other phases. The most likely route for the hauling in of construction equipment would be from US 50 using East Bidwell Street to East Natoma Street to Folsom Dam Road.

Stockpiling

Stockpiling would occur primarily at locations near the LWD, Observation Point, Dike 7 and MIAD (identified in Figures 2-3 as CSALWDS, CSALWDE, CSAD7 and CSAD8.) Permanent stockpiling at CSAD7, CSAMIADS, and CSAD8 may occur on a more limited basis if capacity at primary sites is exceeded or to meet unforeseen project exigencies. The majority of this material would be as part of the MIAD overlay (see Activity 6), or would be eventually recontoured as a permanent disposal site following all three phases of Auxiliary Spillway construction.

Processing/Batch Plants

There would not be a need for a concrete batch plant under the Phase 1 excavation work.

Relationship with Recreation Sites

To minimize potential impacts to recreation access and to provide safe access primarily to Folsom Point, the Partner Agencies would implement measures outlined in Section 2.5 and Chapter 4 of this document. Access to FLSRA and trails would be maintained with minimal disruption during the construction of the contractors' haul routes, staging areas, and stockpiling work adjacent to Folsom Point through traffic control measures and/or grade separated vehicular and/or pedestrian crossings and/or temporary alternate public access detours. Temporary closures could occur when completing construction of the grade separation itself or other access measures or to meet unforeseen project circumstances. To the extent practicable, temporary closures would be accomplished off-season or during off-peak days to minimize impacts on recreation activities at Folsom Point. Reclamation's Central California Area Office will notify local agencies and the general public and accept input in advance of any possible extended closure(s) that may be necessary due to unforeseen project circumstances.

Schedule

Contractor mobilization for Phase 1 would start as early as September 2007, with activities lasting 12-18 months with expected completion in 2009.

2.4.2 Activity 2 – Dam Safety Static Upgrades to the Right Wing Dam and Left Wing Dam

The next activity planned under this project would be the proposed dam safety static upgrades to the RWD and LWD, starting in the late fall 2007. This would involve the installation of new filter material within the shells of the downstream faces of both earthen structures. The filter material would be obtained from local sand and gravel suppliers, although crushing and processing of spillway materials has been retained as an option. The existing shell material on the upper 20 ft of the downstream face would be removed, the filter materials installed, and the shell material replaced using standard construction equipment.

Haul Road Construction

Construction of the overlay filters would be conducted along the crest and downstream face of both wing dams. The existing roads on the crest of the dams and along the toe of the dams would be used to support construction. The maintenance road along the toe would require an upgrade (i.e., filling and grading) to handle construction traffic, but no new roads are anticipated to support this activity.

Staging

Staging of equipment for the construction work on the LWD would be at the Observation Point site (CSALWDE) and on the downstream side of the LWD along the toe (CSALWDS). Staging on the downstream side may be limited if the new Folsom Dam Bridge construction is concurrent with the LWD work. Two staging locations would be used for work on the RWD. The first staging area would be constructed south of Beal's Point (CSARWDN), between the parking lot and the RWD. The second staging area would be downstream of the right abutment near the concrete dam (CSARWDS). In order to minimize potential impacts to recreation access and to provide safe access to Beal's Point, the Partner Agencies would implement measures outlined in Section 2.5 and Chapter 4 of this document.

Excavation and Filter Construction

Excavation would be performed using standard earth moving equipment. Shell material would be excavated and stockpiled along the toe or near the abutments of the wing dams while the filters are installed. Local commercial supplies would supply approximately 69,000 cy of fine and coarse filter material to the project sites. Consideration of onsite processed materials from the Auxiliary Spillway is under further evaluation. Filter material deliveries would be scheduled to minimize the need for stockpiling and double handling. The shell material would be replaced once the filter layer is installed.

Off-site Hauling

Hauling of commercially processed material would occur in standard on-road haul trucks. Trucks would access the LWD from US 50 using East Bidwell Street to East Natoma Street to Folsom Dam Road. Trucks would access the RWD from Interstate 80 (I-80) via Douglas Boulevard to Auburn-Folsom Road. Access to the RWD would be from both Beal's Point and Folsom Dam Road. Truck drivers would be instructed to remain on established haul routes to avoid congested and residential areas. To the extent practicable, deliveries would be scheduled for non-commute hours.

Processing/Batch Plants

There would not be a need for processing of excavated materials or a concrete batch plant to complete the filter work at the wing dams.

Relationship with Recreation Sites

In order to minimize potential impacts to recreation access and to provide safe access primarily to Beal's Point, the Partner Agencies would implement measures as outlined in Section 2.5 and Chapter 4 of this document. Construction activities at the RWD may require recreation accommodation measures for Beal's Point. Access to Beal's Point and trails would be maintained with minimal disruption during the construction of the contractors' haul routes, staging areas, and stockpiling work adjacent to Beal's Point through traffic control measures and/or grade separated vehicular and/or pedestrian crossings and/or temporary alternate public access detours. Temporary closures could occur when completing construction of the grade separation itself or other access measures or to meet unforeseen project circumstances. To the extent practicable, temporary closures would be accomplished off-season or during off-peak days to minimize impacts on recreation activities at Beal's Point. Reclamation's Central California Area Office will notify local agencies and the general public and accept input in advance of any possible extended closure(s) that may be necessary due to unforeseen project circumstances.

Schedule

Contractor mobilization would start as early as October 2007 with work completed by November 2008. This activity would overlap with Activity 1 – JFP Auxiliary Spillway Excavation Phase 1.

2.4.3 Activity 3 – Dam Safety Jet Grouting of MIAD Foundation

The third activity would be the stabilization of the foundation at MIAD using a jet grouting process. Start of jet grouting is currently scheduled for summer 2008. Soil borings would be drilled using special drilling equipment. Borings would be drilled through the potentially unstable dredged alluvial or historic alluvial material and then into the underlying bedrock. Once the desired depth is achieved, a concrete-based grout would be injected and extruded into the subsurface using jets along the side of

the drill pipe. The grout would be injected under high pressure into the formation, filling voids. Exploratory borings would be drilled into the grout columns to verify the extent that voids are filled and the grout has set and hardened. The exploratory borings would be backfilled with concrete.

Presently, the Partner Agencies anticipate that approximately 1,360 borings would be drilled for jet grouting purposes. Within each boring, approximately 26 tons of grout would be injected. During grouting, drilling cuttings, water, and grout would be brought to the surface. This waste material would be directed to temporary, lined settling pits for solidification, removal, and disposal. It is anticipated that up to 70 cy of waste material would be generated at each bore hole. This material would be dried and stockpiled on-site. Eventually the dried material would be incorporated into the downstream shell of MIAD (see Activity 6) pending review and approval by the Regional Water Quality Control Board (RWQCB) of chemical inertness tests of the wasted material.

Haul Road Construction

Existing roads within the project site would be utilized. These roads would be upgraded to receive construction traffic, but no new roads will be necessary. To the extent practicable, the Partner Agencies would use natural topography and stockpiled materials to reduce noise along haul routes and control fugitive dust emissions by use of combinations of water, dust control surfactants, and gravel. In response to public comments on the Draft EIS/EIR, mitigation requirements identified in Section 2.5.2 would be implemented to control dust and noise.

Staging

Staging of equipment for the jet grouting work would be on federal property downstream of MIAD (CSAMIADN). This area currently has limited recreation use; however, in order to minimize potential impacts to recreation access and to provide safe access to adjacent recreation trails, the Partner Agencies would implement measures outlined in Section 2.5 and Chapter 4 of this document.

Off-site Hauling

Grout material would be hauled to the site in on-road trucks. Although there would be a silo at the site to store some raw material, it is expected that grout deliveries would be at the rate that grout is being injected. Approximately 10 deliveries would be expected each work day. Truck drivers would be instructed to remain on established haul routes to avoid congested and residential areas. To the extent practicable, deliveries would be scheduled during non-commute hours. The most likely traffic route would be from US 50 using East Bidwell Street and Green Valley Road.

Processing/Batch Plants

A grout processing plant would be established at the MIAD staging area. This plant would mix the dry grout, brought to the site in enclosed trailers, with water to a consistency meeting the injection standards. To the extent practicable, the Partner Agencies would use natural topography and stockpiled materials to reduce noise during processing and grout plant operations.

Relationship with Recreation Sites

Jet grouting at MIAD is not expected to affect any recreation facilities. This area currently has limited recreation use; however, in order to minimize potential impacts to recreation access and to provide safe access to adjacent recreation trails, the Partner Agencies will implement measures outlined in Section 2.5 and Chapter 4 of this document.

Schedule

Contractor mobilization would start as early as July 2008 with work completed by late fall 2009. This activity would overlap with Activity 1 - Phase 1 of the JFP Auxiliary Spillway excavation and Activity 2 - Dam Safety static upgrades to the RWD and LWD.

2.4.4 Activity 4 – JFP Auxiliary Spillway Excavation Phase 2

Construction of the JFP Auxiliary Spillway and 6STG control structures would be accomplished during three phases. The first phase described above represents the initial excavation and removal of up to 860,000 cy of material. During the second phase, substantially more material, up to 2.0 million cy, would be removed in advance of Phase 3 (see Activity 9). This would involve excavation of the approach channel, control structure, chute, and stilling basin. The material excavated as part of Phase 2 would be substantially rock that requires blasting. One part of Phase 2 would be reinforcing the site slopes using rock bolts, wire mesh, etc., as necessary. Under this phase, the same haul road constructed for Phase 1 would be used to haul material to the Dike 7 and MIAD areas with modifications. Staging areas and materials stockpiling areas would be set up downstream of the LWD, at the Observation Point, at Dike 7, and at the D1/D2 locations.

Haul Road Construction

The existing haul road would be maintained to keep truck traffic on federal property and off city streets. It is anticipated that continuous maintenance of the haul road would be necessary due to the high volume of traffic and material hauled on it.

Principle material distribution is assumed via off road haul trucks; however, through continued engineering analysis, the Partner Agencies continue to evaluate equipment size and other conveyance methods to reduce all impacts. Movement of excavated material would involve a significant number of haul truck round trips. To keep this

amount of truck traffic off city streets, a haul road primarily on federal property (described in Activity 1) would be modified accordingly between the maximum high (480.5 ft) and normal operational water levels (425.0 to 466.0 ft) of the reservoir. The haul road would be approximately 40 ft wide and would be maintained to minimize dust production with water and/or dust surfactants. To the extent practicable, the Partner Agencies would use natural topography and stockpiled materials to reduce noise along haul routes and control fugitive dust emissions by use of combinations of water, dust control surfactants, and gravel. Public safety would be maintained via fencing or other similar measures. Public recreation access would be nearly continuously as described in Section 2.5 and Chapter 4 of this document.

Staging

Staging of equipment and materials for the Phase 2 excavation would be primarily at the LWD, Observation Point, and area D1/D2. These areas are away from principle recreation areas; however, to minimize potential impacts to recreation access and to provide safe access to adjacent recreation trails, the Partner Agencies will implement measures outlined in Section 2.5 and Chapter 4 of this document.

Excavation

Excavation would be performed using standard earth moving equipment. The majority of the material to be excavated during Phase 2 is bedrock, which would require drilling and blasting.

On-site Hauling

Hauling would occur in large off-road haul trucks as described in Activity 1. To the extent practicable, the Partner Agencies would use natural topography and stockpiled materials to reduce noise along haul routes and control fugitive dust emissions by use of combinations of water, dust control surfactants, and gravel.

Stockpiling

Stockpiling would occur as described in Activity 1.

Off-site Hauling

Iron and steel to stabilize the excavation slopes would be hauled from off-site. Production of concrete would require hauling of cement and gravel to the batch plant site. Hauling of this material would be in standard highway haul trucks. The most likely transportation route from US 50 would be East Bidwell Street to East Natoma Street to Folsom Dam Road. To the extent practicable, deliveries would be scheduled for non-commute hours.

Processing/Batch Plants

This activity may require processing of excavated rock to produce sufficient material for the MIAD overlay. Processing would involve the use of a large material screening device termed a “grizzly.” The grizzly would separate large rocks from

finer materials. The finer materials would then be crushed and screened for use in filters or drains or as part of the MIAD overlay, while the larger materials would be used as riprap along the faces of dikes and wing dams or disposed of permanently at the LWD (CSALWDS), Observation Point (CSALWDE), Dike 7 (CSAD7), and/or D1/D2 (CSAMIADN/S) locations. To produce concrete for the spillway chute, a concrete batch plant would be set up near the spillway site (Observation Point plus the area below LWD) or area CSAMIADN/S. There would be no batch plant at Folsom Point/Dike 8 proper as described in the Draft EIS/EIR. To the extent practicable, the Partner Agencies would use natural topography and stockpiled materials to reduce noise during processing and batch plant operations.

Relationship with Recreation Sites

These areas currently have limited recreation use; however, to minimize potential impacts to recreation access and to provide safe access to adjacent recreation trails, the Partner Agencies will implement measures outlined in Section 2.5 and Chapter 4 of this document.

Schedule

Contractor mobilization for Phase 2 would start in September 2010 and continue to January 2014.

2.4.5 Activity 5 – Dam Safety Dike 5 Static Repair

Under Reclamation's Dam Safety Program, Dike 5 would be subject to modifications to control seepage. This would involve placement of a sand filter within the downstream face in a fashion similar to that performed for the wing dams. Existing shell material would be removed, filter material placed, and the shell material replaced, along with additional material from borrow. Trucks would haul filter material to the project site from commercial off-site sources.

Haul Road Construction

The existing maintenance roads along the crest and along the toe of the downstream side of Dike 5 would be improved to receive haul truck traffic. The use of Dike 5 as a recreation trail would be closed for the duration of the construction and a temporary detour would be constructed nearby. To the extent practicable, the Partner Agencies would use natural topography and stockpiled materials to reduce noise along haul routes and control fugitive dust emissions by use of combinations of water, dust control surfactants, and gravel.

Staging

Staging would take place near Dike 5 (CSAD5S, CSAD5N) in one of the areas designated for staging. These areas currently have limited recreation use; however, to minimize potential impacts to recreation access and to provide safe access to adjacent recreation trails, the Partner Agencies would implement measures as outlined in Section 2.5 and Chapter 4 of this document.

Excavation

The Partner Agencies assume that material stockpiled from the Auxiliary Spillway may be used for supplemental shell material. In the event of unforeseen circumstances, shell material for Dike 5 could be excavated from the reservoir shoreline, north of Beal's Point below Mooney Ridge. Supplemental borrow site requirements would be limited to in-reservoir areas, between elevation 400.0 and 425.9 ft, north of Beal's Point at an area below Mooney Ridge and the cove area below Dike 8.

Optimization of borrow operations would substantially reduce the adverse effects presented in the Draft EIS/EIR by reducing potential in-reservoir traffic, air quality, recreation and noise impacts on roadways and to communities adjacent to the reservoir. Reclamation's Central California Area Office will notify local agencies and the general public and accept input prior to initiating supplemental borrow activities at this sites.

On-site Hauling

As needed, supplemental excavated material from either the Auxiliary Spillway, various stockpiles and/or the reservoir area borrow below Mooney Ridge would be transported directly to the Dike 5 project site using an internal construction road. Traffic would be separated from public either through a grade separation or via a controlled, secured intersection with a traffic control measure, public detour, or other engineered mechanism.

Off-site Hauling

Processed material for filters and drains would be obtained from a local commercial source or sources. Auburn-Folsom Road would be used as the primary artery for commercial material transport.

Materials Screening

There would not be a need for rock crushing and/or a concrete plant at Dike 5. If necessary to produce material of proper size for additional shell material for the Dike 5 modifications, a materials separating plant (grizzly and screening only) would be established north of Beal's Point. This plant would separate large rocks from finer material. The large rocks would be placed near the processing site and the finer material hauled to Dike 5.

Relationship with Recreation Sites

Beal's Point or the Dike 5 access road would be the primary access point for Dike 5 work. In order to minimize potential impacts to recreation access and to provide safe access to adjacent recreation trails, the Partner Agencies would implement measures outlined in Section 2.5 and Chapter 4 of this document.

Schedule

Contractor mobilization would start in September 2009 with the majority of the work accomplished during the winter. Completion is expected in May 2010. This activity would overlap for several months with the completion of Activity 3 – Dam Safety Jet Grouting of MIAD Foundation.

2.4.6 Activity 6 – Dam Safety MIAD Overlay

To address seismic concerns for dam safety of this earthen structure, an earthen overlay would be constructed on the downstream side of MIAD. This activity would involve excavation of a portion of the downstream fill, placement of a filter layer, replacement of shell, and placement of an overlay of approximately up to 2 million cy. The material for the overlay would be obtained from the D1/D2 stockpile site (material originally excavated from the Auxiliary Spillway site and waste material from the jet grouting program). Filter material would be transported from an off-site commercial source or processed at the Auxiliary Spillway.

Haul Road Construction

The Partner Agencies would construct a haul road from the stockpile for trucks to haul overlay material to MIAD.

Staging

Staging of equipment and materials would be at the CSAMIADN/S locations and at the downstream toe of MIAD.

On-site Hauling

Trucks would haul overlay material from the CSAMIADN/S locations using internal construction roads.

Off-site Hauling

For filter material obtained from a local commercial source or sources, East Bidwell and Green Valley Road would be used as the primary artery for transport from US 50.

Processing/Batch Plants

Though not anticipated in Auxiliary Spillway Excavation Phase 2, the Partner Agencies retain an option to process material via rock crushing and screening at the Auxiliary Spillway site. If a commercial source is not available, the material for the overlay would be obtained from already processed materials as part of the Auxiliary

Spillway Phase 2 excavation. No concrete batch plant would be required. To the extent practicable, the Partner Agencies would use natural topography and stockpiled materials to reduce noise during processing and batch plant operations.

Relationship with Recreation Sites

The trail along the top of MIAD would be closed to foot traffic during the construction period and alternate access to trails will be provided where practical. In order to minimize potential impacts to recreation access and to provide safe access to adjacent recreation trails, the Partner Agencies will implement measures outlined in Section 2.5 and Chapter 4 of this document.

Schedule

Contractor mobilization would start in the summer 2015 and continue until the spring 2017.

2.4.7 Activity 7 – Dam Safety Dikes 4 and 6 Static Repair

To address Dam Safety concerns, both Dikes 4 and 6 would receive static control modifications consisting of sand filter upgrades as described for Dike 5. This repair would involve placement of a filter within the downstream face in a fashion similar to that performed for Dike 5. Existing shell material would be removed, filter material placed, and the shell material replaced, along with additional material from borrow. Filter material would be hauled to the project site from off-site sources. Supplemental additional shell material would be excavated from the reservoir shoreline, north of Beal's Point. Staging would be adjacent to each dike in areas identified for that purpose.

Haul Road Construction

The Partner Agencies would improve the existing maintenance roads along the crests and along the toes of the downstream portions of Dikes 4 and 6 to receive haul truck traffic. The recreational trails affected by the truck traffic would be relocated to allow the trails to stay open during construction. The use of Dike 5 as a recreation trail would be closed for the duration of the construction and a temporary detour would be constructed nearby.

Staging

Staging of equipment and materials would be adjacent to each dike (see locations CSAD4NW, CSAD4NE, CSAD4SE, and CSAD6E.)

On-site Hauling

Excavated material from either the Auxiliary Spillway site or – as circumstances require – the reservoir area borrow north of Beal's Point would be transported directly to each dike using internal construction roads.

Off-site Hauling

Filter material would be obtained from a local commercial source or sources. Trucks would use Auburn-Folsom Road as the primary artery for commercial transport.

Materials Screening

There would not be a need for a concrete plant to support work at either dike. If necessary to produce material of proper size for additional shell material, a materials separating plant (grizzly and or screening only) could be established north of Beal's Point. This plant would separate large rocks from finer material. The large rocks would be placed near the processing site(s) and the finer material hauled to Dikes 4 and 6. To the extent practicable, the Partner Agencies would use natural topography and stockpiled materials to reduce noise during processing operations.

Relationship with Recreation Sites

Beal's Point would be the primary access point for Dike 4, 5 and 6. For Dike 4 and 5 staging areas would be utilized that are separated from the principle recreation areas; however, to minimize potential impacts to recreation access and to provide safe access to adjacent recreation trails, the Partner Agencies will implement measures outlined in Section 2.5 and Chapter 4 of this document. Dike 6 is in very close proximity to Beal's Point and the intersection of numerous trails and recreational facilities. Access to Beal's Point and trails would be maintained with minimal disruption during the construction of the contractors' haul routes, staging areas, and stockpiling work through traffic control measures and/or grade separated vehicular and/or pedestrian crossings and/or temporary alternate public access detours. Temporary closures could occur when completing construction of the grade separation itself or other access measures or to meet unforeseen project circumstances. To the extent practicable, temporary closures would be accomplished off-season or during off-peak days to minimize impacts on recreation activities at Folsom Point. Reclamation's Central California Area Office will notify local agencies and the general public and accept input in advance of extended closure(s).

Schedule

Contractor mobilization would start in September 2017 with the majority of the work to be accomplished during the winter to minimize recreation impacts. Completion is expected for April 2018.

2.4.8 Activity 8 – Dam Safety Main Concrete Dam Seismic Improvements and Repairs

To provide better seismic stability and to upgrade the spillway gates and piers for dam safety, the Main Concrete Dam would be subject to a series of improvements. These include installation of tendons through the spillway piers into the Main Concrete Dam's monoliths to tie the piers and monoliths together, installation of steel members to the spillway piers, and modifications to the spillway gates.

Pier Tendon Installation

Tendons would be installed through the piers by drilling a borehole into the concrete blocks, inserting the tendon, and grouting the tendon in place. After drilling the hole, the tendon would be inserted, anchored, and tensioned. The tendon and hole would then be grouted to the surface. There are 6 tendons anticipated per pier and 7 piers that require anchoring.

Spillway Pier Wraps and Braces

The pier wraps and braces would consist of installation of steel plates on the existing piers and steel braces between the piers. This would involve drilling for insertion of bolts. This work would not involve substantial staging areas or cause haul truck issues.

Spillway Gate Modifications

Work on the spillway gates would involve structural modifications and metal plate bracing. This work would not involve substantial staging area or cause haul truck issues.

Haul Road Construction

The existing dam maintenance roads would be used to access the project sites.

Staging

Staging of equipment and materials would be at CSALWDS.

Off-site Hauling

Off-site hauling would include the tendons, grout material, braces, metal plates, and miscellaneous supplies such as bolts.

Processing/Batch Plants

A small grout mixing plant would be established near the Main Concrete Dam at one of the established staging areas to produce grout for the tendon installation. No other processing would be required.

Relationship with Recreation Sites

There would not be a need to close recreation sites for this work. The work area is inaccessible to the public.

Schedule

Work on the pier tendons is scheduled to start in January 2014 and would take approximately 14 months. Work on the spillway pier wraps and braces would start in August 2016 and take approximately 20 months to complete. The spillway gate repairs would start in January 2018 and take over 2.5 years.

2.4.9 Activity 9 – JFP Auxiliary Spillway Excavation Phase 3

Phase 3 would involve construction of the JFP Auxiliary Spillway's approach channel, control structure, chute, and stilling basin. This includes the removal of approximately up to 500,000 cy of material to excavate the approach channel and control structure that would house the submerged tainter gates. A substantial amount of concrete would be required to construct and line the approach channel, control structure, spillway chute, and stilling basin. Under this phase, the same haul road constructed for Phase 1 would be used to haul material to the Observation Point, Dike 7, and D1/D2 areas. Staging areas would be set up near the spillway site and/or at D1/D2. Activity 9 represents the completion of the 6STG portion of the Corps' Selected Plan. The Corps continues to evaluate design criteria.

Haul Road Construction

The existing haul road would be maintained to keep truck traffic on federal property and off city streets. It is anticipated that continuous maintenance of the haul road would be necessary. To the extent practicable, the Partner Agencies would use natural topography and stockpiled materials to reduce noise along haul routes and control fugitive dust emissions by use of combinations of water, dust control surfactants, and gravel.

Staging

Staging of equipment and materials for the Phase 3 excavation would be primarily at the LWD (CSALWDS), Observation Point (CSALWDE), and MIAD (CSAMIADN/S) areas. These areas are away from principle recreation areas; however, to minimize potential impacts to recreation access and to provide safe access to adjacent recreation trails, the Partner Agencies would implement measures outlined in Section 2.5 and Chapter 4 of this document.

Excavation

Excavation would be performed using standard earth moving and dredging equipment.

On-site Hauling

Hauling would occur in large off-road haul trucks. To the extent practicable, the Partner Agencies would use natural topography and stockpiled materials to reduce noise during processing and batch plant operations.

Stockpiling

Stockpiling would primarily occur at the Observation Point area. The majority of this material would be either used as part of a permanent stockpile, or the stockpile site eventually would be recontoured as a permanent disposal site.

Off-site Hauling

Production of concrete would require hauling of commercially sourced cement and gravel to the batch plant site near the Auxiliary Spillway construction site. Hauling of this material would be in standard highway haul trucks.

Processing/Batch Plants

To produce concrete for the spillway approach and control structure, a concrete batch plant would be set up near the spillway site and/or Observation Point and/or D1/D2. To the extent practicable, the Partner Agencies would use natural topography and stockpiled materials to reduce noise during processing and batch plant operations.

Relationship with Recreation Sites

These areas are separated from principle recreation areas; however, to minimize potential impacts to recreation access and to provide safe access to adjacent recreation trails, the Partner Agencies would implement measures outlined in Section 2.5 and Chapter 4 of this document.

Schedule

Contractor mobilization for Phase 3 would start during the fall 2011 and continue into the late fall 2014.

2.4.10 Activity 10 – Flood Damage Reduction 3.5-ft Raise of Dam Structures

The last activity related to flood damage reduction actions would be modification and/or replacement of the existing emergency spillway gates and a 3.5-ft raise of all embankments using either a parapet wall design on top of all facilities or through an earthen raise. Relative to the revised Preferred Alternative, this 3.5-ft raise would be to provide additional freeboard capacity and is not necessary to raise the reservoir surface water elevation as related to flood damage reduction objectives. The parapet wall raise is described below and potential environmental effects of the raise are discussed generally in this document and in the American River Watershed Long-Term Study Final EIS/EIR, February 2002. Activity 10 represents the completion of the additional flood damage reduction portions of the Corps' Selected Plan as identified in the PAC Report. The Corps continues to evaluate design criteria during the Corps' pre-construction, engineering, and design phase.

The parapet wall raise would involve excavating a small portion of the top of each earthen structure to receive the base of the parapet wall, constructing forms to receive cement, pouring the cement, removing the forms for the next construction length, and replacing/backfilling of filter and removing shell material. Existing maintenance roads would be used to access the construction sites; there would not be a need for new roads. Staging would be conducted at each site.

Haul Road Construction

There would not be a need for haul roads for the embankment raise.

Staging

Staging would occur adjacent to each earthen structure.

Excavation

Excavation of the crown of each dike and wing dam would be performed using standard earth moving equipment. One daylight shift is anticipated on a 5 day per week schedule.

On-site Hauling

Any hauling of materials on-site would be in smaller, on-road type vehicles.

Stockpiling

Temporary stockpiling of materials would occur adjacent to each facility.

Off-site Hauling

Concrete for the parapet walls would be produced at a commercial site batch plant and hauled to the project site in rotary concrete trucks. There would not be concrete production at the site. If an earthen raise is done, material needed for construction would be hauled to the project site from a commercial source.

Processing/Batch Plants

There would not be a need for a concrete batch plant at the site.

Schedule

Contractor mobilization for the parapet wall raise would start in May 2010 and continue to June 2014. The smaller facilities such as Dikes 1, 2, and 3, would require several weeks to install the parapet wall. Larger facilities, such as the RWD, would require several months.

2.4.11 Ancillary Actions

There are several actions related to the Folsom DS/FDR project that have not been completely defined at this time. These actions include dredging mechanism for the spillway approach channel construction and new Auxiliary Spillway stilling basin construction.

Spillway Approach Channel Construction

Construction of portions of the approach channel to the new Auxiliary Spillway would require “wet” work below the water level of the reservoir. It is anticipated that some form of dredging would be required to excavate some of the material. The specific dredging method and materials handling processes are not known at this time. The detailed design on the spillway approach channel, including dredging and

materials handling, would be determined in the Corps' pre-construction, engineering, and design phase and if needed, supplemental NEPA/CEQA documentation would be prepared.

Auxiliary Spillway Stilling Basin

The new Auxiliary Spillway would require a stilling basin at the point where the channel would enter the American River. Details regarding the stilling basin and how it would be constructed are currently being refined by Reclamation.

Reclamation would issue a supplemental environmental document on the construction of the stilling basin if needed, in consultation with National Marine Fisheries Service and the USFWS once those details are known.

2.5 Commitments

This section presents the environmental commitments proposed by the Folsom DS/FDR Partner Agencies.

2.5.1 Recreation Mitigation Limitations

Reclamation under the authority of the Safety of Dams Act, under which Reclamation exercises its authority to make the proposed Folsom Facility improvements, can mitigate for damages to recreation facilities and take actions to ensure recreational access is maintained, but it cannot provide additional recreational benefits (i.e., Reclamation cannot provide recreational enhancements). Reclamation and the Corps authorities related to recreation include but are not limited to:

- 1) Section 4, 1944 Flood Control Act (P.L. 78-534) as amended, Federal Water Project Recreation Act 1965 (P.L. 89-72) as amended;
- 2) Section 103(c)(4) and 103(e) Water Resources Development Act 1986 as amended; and
- 3) Reclamation Projects Authorization and Adjustments Act, Section 2804 (P.L. 102-575).

As public stewards of the Federal interests and property of which the project is being undertaken, Reclamation and the Corps acknowledge the potential exists in the future to provide new beneficial recreational or other improvements that could be made to remnant unimproved platforms following completion of project construction. Such potential improvements are viewed at this time as being consistent with conceptual plans put forth in the Draft Folsom Lake State Park Resource Management Plan and with other local recreation plans. These plans are conceptual in nature at this time and are not funded and/or approved plans and not considered an existing project future condition and thus are not required to be considered as offsetting mitigation for potential impacts. Future beneficial

improvements may be undertaken by Reclamation under other authorities and/or by the Corps or other parties on approval by Reclamation, subject to future environmental, economic and other required analysis but does not represent a commitment to provide such improvements as part of this EIS/EIR.

2.5.2 Folsom DS/FDR Mitigation Commitments

Table 2-2 identifies mitigation commitments as part of the Folsom DS/FDR. These commitments relate to potential environmental impacts of the actions that would occur under the Preferred Alternative.

2.6 Unresolved Issues

Some actions have not been fully defined in this project description primarily because engineering methods have not been determined. These actions include the spillway approach channel, the Auxiliary Spillway stilling basin, a 3.5-ft raise, and grade separation activities at Beal's Point. Reclamation and/or the Corps will supplement these actions, as needed, to comply with CEQA and NEPA, as further described below.

The dredging mechanism for the spillway approach channel construction is currently not known. Methods could involve in-reservoir excavation, which could result in additional environmental impacts. The detailed design on the spillway approach channel including dredging and materials handling would be determined in the Corps' pre-construction, engineering, and design phase and if needed, supplemental NEPA/CEQA documentation would be prepared.

The new Auxiliary Spillway would require a stilling basin at the point where the channel would enter the American River. Details regarding the stilling basin and how it would be constructed are currently being refined by Reclamation. Reclamation would issue a supplemental environmental document on the construction of the stilling basin if needed, in consultation with National Marine Fisheries Service and the USFWS once those details are known.

The engineering for the 3.5-ft raise is currently not determined and could include a parapet wall or an earthen raise. In conjunction with the raise, additional hydrologic evaluation of Dike 1 would need to occur. The detailed design on the 3.5-ft raise including dredging and materials handling would be determined in the Corps' pre-construction, engineering, and design phase and if needed, supplemental NEPA/CEQA documentation would be prepared.

Grade separation activities at Beal's Point could occur to maintain access for recreational activities. Currently, a technique for grade separation, including the route and alignment are not known. Supplemental NEPA/CEQA documentation may be necessary to evaluate environmental impacts of grade separation actions.

**Table 2-2
Folsom Dam Safety/Flood Damage Reduction EIS/EIR Impacts and Mitigation Measures**

<i>Impact Being Mitigated</i>	<i>Relevant Mitigation Measures</i>	<i>Level of Significance With Mitigation³</i>	<i>List of Mitigation Measures for each Resource⁴</i>
Hydrology/Water Quality /Groundwater			
Construction-related activities related to earth moving operations, storage and handling of construction materials on site, and operation and maintenance of construction equipment and vehicles could affect water quality within the reservoir or small local tributaries leading to the reservoir. Soil erosion associated with excavating material and re-grading may transport sediment into local tributaries or directly into the reservoir.	HWQ-1, HWQ-2, HWQ-3, HWQ-9	LTS	<p>HWQ-1: The responsible Federal Agency working with their Construction Contractor will obtain an NPDES permit prior to construction activities, commencing by filing a Notice of Intent (NOI) with the Central Valley Regional Water Quality Control Board (CVRWQCB) and preparing a Stormwater Pollution Prevention Plan (SWPPP).</p> <p>HWQ-2: The responsible Federal Agency working with their Construction Contractor will incorporate measures to control on-site spills in the SWPPP. In addition to the spill prevention and control Best Management Practices (BMPs) presented above, the SWPPP will contain a visual monitoring program and a chemical monitoring program for pollutants that are non-visible to be implemented if there is a failure of BMPs.</p>
Jet grouting at the downstream foundation of MIAD would affect water quality.	HWQ-4, HWQ-5, HWQ-6, HWQ-7, HWQ-8	LTS	<p>HWQ-3: The responsible Federal Agency working with their Construction Contractor will prepare and obtain permits abided by as stated in Section 401 and Section 404 of the Clean Water Act (CWA) regarding dredging or filling of waters of the United States, and activities involving discharging into those waters, which include wetlands, respectively.</p>

³ LTS = Less than significant with mitigation.

⁴ Unless otherwise specified, for mitigation measures that refer to “responsible Federal agency”, the Corps is responsible for impacts and corresponding mitigation related to flood damage reduction construction activities; for all other construction-related project impacts and corresponding mitigation, Reclamation is the responsible Federal agency.

**Table 2-2
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Impact Being Mitigated	Relevant Mitigation Measures	Level of Significance With Mitigation³	List of Mitigation Measures for each Resource⁴
Jet grouting at the downstream foundation of MIAD would reduce the water source for a portion of the wetlands.	HWQ-5	LTS	HWQ-4: Reclamation will perform jet grouting tests at Mormon Island Auxiliary Dam (MIAD) prior to implementing the full jet grouting action, including the monitoring for any grout leakages as well as the testing of groundwater and surface water levels and quality. If Reclamation determines that leakages are expected to occur and could cause adverse water quality effects, they will construct a cutoff wall before they jet grout the foundation at MIAD that will eliminate the migration of the grout, metals released from sediments and pH12 water impacts to surrounding waters.
Construction actions such as in-reservoir dredging would cause adverse water quality effects from mercury and metals in the reservoir.	HWQ-12, HWQ-13	LTS	HWQ-5: Reclamation will monitor surface and groundwater levels and water quality prior to, during, and after jet grouting or excavation and replacement of MIAD.
Excess material placed in the reservoir would cause adverse water quality effects.	HWQ-1, HWQ-2, HWQ-3, HWQ-9, HWQ-14	LTS	HWQ-6: The Reclamation Construction Contractor will be instructed to cease work should jet grout daylight more than 50 ft from the point of construction or until it can be determined that the grout will remain localized.
Dewatering the existing Stilling Basin could cause adverse water quality effects.	HWQ-11	LTS	HWQ-7: Reclamation will visually inspect all wetlands near jet grout injection that could be impacted by construction for the presence of grout at a frequency of every 15 to 30 minutes.
			HWQ-8: The Reclamation Construction Contractor will line all temporary jet grout solidification areas with an impervious material that does not allow the migration of any construction-related wastes.

**Table 2-2
Folsom Dam Safety/Flood Damage Reduction EIS/EIR Impacts and Mitigation Measures**

<i>Impact Being Mitigated</i>	<i>Relevant Mitigation Measures</i>	<i>Level of Significance With Mitigation³</i>	<i>List of Mitigation Measures for each Resource⁴</i>
			<p>HWQ-9: The Responsible Federal Agency will obtain guidance from the CVRWQCB for testing earthen materials before constructing work area platforms within or adjacent to the reservoir. This is to ensure that any potentially-associated pollutants will not be introduced into the reservoir that would violate water quality standards or substantially degrade existing water quality. Fill material will be placed in the reservoir during periods of lower water elevation, when possible. Best management practices will be adhered to in order to minimize water quality impacts during the placement of fill in the reservoir.</p>
			<p>HWQ-11: The Corps will obtain a dewatering permit from CVRWQCB and will implement applicable water quality monitoring during dewatering of the existing Stilling Basin.</p>
			<p>HWQ-12: The Responsible Federal Agency will develop mitigation measures in consultation with CVRWQCB staff to minimize water quality impacts. These measures may include placement of a silt curtain surrounding the construction zone or construction of coffer dams. If appropriate, routine water samples will be collected at the start and completion of each dredging and/or blasting period.</p>
			<p>HWQ-13: During the process of dredging material to construct the approach channel for the Auxiliary Spillway, sediment containing mercury will be controlled using a variety of methods, including, but not limited to, silt curtains, silt fences, as well as other BMPs and construction methods approved by the CVRWQCB. Dredged material will be placed on the downstream side of the reservoir in a contained area for drying and processing. The dredged material will then be contained either in the MIAD overlay or transported to a permanent disposal site outside of the reservoir.</p>
			<p>HWQ-14: The Responsible Federal Agencies will develop a water quality monitoring plan for review by the CVRWQCB prior to any in reservoir construction work. The plan will address sampling requirements during dredging, blasting, excavation, and placement of fill within the reservoir. If turbidity readings exceed action level values established by the CVRWQCB, corrective actions will be implemented in accordance with the plan.</p>

**Table 2-2
Folsom Dam Safety/Flood Damage Reduction EIS/EIR Impacts and Mitigation Measures**

Impact Being Mitigated	Relevant Mitigation Measures	Level of Significance With Mitigation³	List of Mitigation Measures for each Resource⁴
Water Supply			
The relocation of a 300-ft segment of the Natomas Pipeline to an above ground pipeline would temporarily interrupt water supplies to the City of Folsom and California Department of Corrections water treatment plants.	WS-1	LTS	WS-1: The Responsible Federal Agencies working with their Construction Contractors will construct a temporary bypass using means (e.g., a temporary, scheduled disruption, using a bypass pipeline) that will not disrupt water supply. These means will be discussed with CCAO and the CCAO area manager, the City of Folsom, and California Department of Corrections prior to implementation.
Air Quality			
Stationary Source Mitigation Options: The stationary sources associated with the Folsom DS/FDR would include the concrete batch plant(s) and material crushing/processing facilities. Because these plants would be subject to air quality permitting by one or more of the local air districts with assumed emissions reduction requirements.	AQ-1, AQ-2	LTS	AQ-1: The Responsible Federal Agencies, including CCAO and CCAO area manager, will seek opportunities to tie facility power to the electric utility grid, in lieu of diesel-driven generators and pumps. Using grid power eliminates both the gaseous pollutants associated with diesel engines, as well as diesel particulate matter which is a listed toxic air contaminant in California.
Mobile Source Mitigation Options: Construction equipment emissions would exceed air quality standards. The standard CEQA mitigation measures for construction equipment emissions are provided in SMAQMD, 2004	AQ-3, AQ-4	LTS	AQ-2: If deemed appropriate, the Responsible Federal Agencies in conjunction with their Construction Contractors will institute a wet suppression test used to reduce plant dust emissions. For this analysis, the controlled emissions are based on AP-42 controlled emission factors for batch plants and crushing facilities. These controls are included as part of the Folsom DS/FDR design for the stationary plants. The emissions for these units will be refined as the design is firmed up for air quality permitting and eventual operation.

**Table 2-2
Folsom Dam Safety/Flood Damage Reduction EIS/EIR Impacts and Mitigation Measures**

<i>Impact Being Mitigated</i>	<i>Relevant Mitigation Measures</i>	<i>Level of Significance With Mitigation³</i>	<i>List of Mitigation Measures for each Resource⁴</i>
<p>NOx Mitigation Options: Construction equipment emissions would exceed air quality standards. Several mitigation options that may be applicable to mobile construction equipment engines to reduce NOx emissions are described below. The specific measures to be employed will be based on discussions with the SMAQMD.</p>	<p>AQ-5, AQ-6, AQ-7</p>	<p>LTS</p>	<p>AQ-3: The Responsible Federal Agencies (working with their Construction Contractors as appropriate) will provide a plan for approval by SMAQMD, demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average at time of construction</p>
<p>PM 10 Mitigation Options: Construction activities, materials processing, and materials hauling will produce fugitive dust above air quality standards</p>	<p>AQ-8</p>	<p>LTS</p>	<p>AQ-4: The Responsible Federal Agency working with their Construction Contractor will submit to the SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use or fuel throughput for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of subject heavy-duty off-road equipment, the project representative shall provide SMAQMD and the CCAO area manager with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.</p>
			<p>AQ-5: The responsible Federal Agency in conjunction with their Construction Contractors will evaluate the potential use of emulsified or aqueous diesel fuel could theoretically be applied to all diesel equipment operating at the site. The evaluation would be making a decision whether this would be the only diesel fuel purchased for the Folsom DS/FDR action. It is anticipated that equipment fueling would occur onsite with a fuel depot and/or mobile fueling trucks. It is assumed that aqueous diesel fuel would provide a 14 percent reduction NOx emissions as well as a 63 percent reduction of engine exhaust PM10 emissions, consistent with the control efficiencies incorporated in the URBEMIS2002 model.</p>

**Table 2-2
Folsom Dam Safety/Flood Damage Reduction EIS/EIR Impacts and Mitigation Measures**

<i>Impact Being Mitigated</i>	<i>Relevant Mitigation Measures</i>	<i>Level of Significance With Mitigation³</i>	<i>List of Mitigation Measures for each Resource⁴</i>
			<p>AQ-6: The responsible Federal Agency working with their Construction Contractors will evaluate the use of equipment with engines that incorporate exhaust gas recirculation (EGR) systems. EGR systems may need to be part of the engine design for a substantial portion of the existing construction equipment fleet in the region to be effective. While EGR systems can provide reductions of NOx, PM10, CO, and VOC emissions, it is not likely that enough available construction equipment have EGR engines to provide any real reductions for the Folsom DS/FDR action. However, the availability of construction equipment with EGR systems will need to be reviewed in detail prior to the final decision to incorporate or drop this option from the MMRP for the proposed action.</p> <p>AQ-7: The responsible Federal Agency working with their Construction Contractors will evaluate the installation of a lean NOx catalyst in the engine exhaust system. Lean NOx catalyst filters may be available for construction equipment exhaust. However, these units would need to be certified by CARB before being installed on specific construction equipment engines. In addition, other add-in exhaust filters are not compatible with aqueous diesel fuel. Therefore, aqueous fuel use and lean NOx catalysts may be mutually exclusive mitigation options. Again, a detailed review of applicable catalysts and compatibility with different fuels will need to be conducted before a final decision can be made to incorporate in or drop this option from the MMRP.</p> <p>AQ-8: The responsible Federal Agency working with their Construction Contractors will apply fugitive dust control to reduce PM10 and PM2.5 emissions. Typical dust mitigation measures include:</p> <ul style="list-style-type: none"> • Wet suppression and soil stabilization • Wind fencing around active area • Paving on-site roadways • Truck wheel washing facilities at site exits onto public roadways • Maintaining minimum truck bed freeboard or covering haul truck beds
Terrestrial Vegetation and Wildlife			

**Table 2-2
Folsom Dam Safety/Flood Damage Reduction EIS/EIR Impacts and Mitigation Measures**

Impact Being Mitigated	Relevant Mitigation Measures	Level of Significance With Mitigation³	List of Mitigation Measures for each Resource⁴
Construction may have direct or indirect impacts to special-status plant species.	BIO-1, BIO-2, BIO-3, BIO-4, BIO-5, BIO-7, BIO-11	LTS	BIO-1: A biologist qualified for the respective survey will conduct pre-construction surveys within the project footprint in areas that may contain suitable habitat for special-status plant, invertebrate, or wildlife species. The biologists would identify locations of special status plant, invertebrate, or wildlife species and take necessary measures to provide protection.
There would be direct or indirect impacts to protected oak woodlands.	BIO-1, BIO-2, BIO-4, BIO-7, VEG-1	LTS	BIO-2: To the extent consistent with project implementation needs, the Responsible Federal Agencies working with their respective Construction Contractors will avoid any populations of special-status plant, invertebrate, or wildlife species by placing fencing around the population and a suitable buffer area. Environmental monitors employed either by the Responsible Federal Agency or their Construction Contractor will regularly inspect any fenced sensitive biological resources to ensure no disturbance.
There could be direct or indirect impacts (death, harassment, disturbance, noise) to special-status wildlife species, including amphibians, reptiles, birds, and mammals, or their habitat due to temporary or permanent alteration of terrestrial habitat through construction, development of borrow sites, and placement of fill.	BIO-1, BIO-2, BIO-3, BIO-4, BIO-5, BIO-7, BIO-9, BIO-11, AMP-1	LTS	BIO-3: The responsible Federal Agency will consult with USFWS and CDFG should populations of special-status plant, invertebrate, or wildlife species be found that cannot be avoided; special mitigation measures may need to be developed for those populations.
Borrow site excavation and other construction activities could result in sedimentation in streams, creeks and seasonal wetlands.	BIO-6, BIO-7	LTS	BIO-4: All construction personnel at the Folsom DS/FDR construction site would receive environmental awareness training from Responsible Federal Agency biologist(s) associated with the project, or suitably trained representative(s), regarding the potential presence of listed, special-status, and protected (e.g., oak trees) species in the project area and the importance of avoiding impacts to these species and/or habitats and reporting sightings.

**Table 2-2
Folsom Dam Safety/Flood Damage Reduction EIS/EIR Impacts and Mitigation Measures**

Impact Being Mitigated	Relevant Mitigation Measures	Level of Significance With Mitigation³	List of Mitigation Measures for each Resource⁴
Borrow site excavation and other construction activities could result in direct mortality to nesting birds protected by the Migratory Bird Treaty Act.	BIO-11 WIL-1, BRD-1, BRD-2	LTS	BIO-5: The responsible Federal Agencies will develop a Revegetation Plan to address potential losses to all habitats impacted within the project footprint. The Revegetation Plan will be implemented immediately following construction in accordance with requirements in the SWPP, FWCAR, and Mitigation, Monitoring, and Reporting Plan (MMRP).
Adverse effects to wildlife could result from underwater blasting.	BIO-1, BIO-2, BIO-3, BIO-4, BIO-5, BIO-11	LTS	BIO-6: The Construction Contractor will be required to implement standard erosion and sedimentation control measures (BMPs), as described in mitigation measures HWQ-1 through HWQ-3, for all grading, filling, clearing of vegetation, or excavating that occurs as part of site and haul road construction.
There would be loss of native vegetation.	VEG-1 to VEG-3, VEG-5, VEG-6, BIO-10	LTS	BIO-7: The Construction Contractor will be required to minimize dust impacts to vegetation, wetlands, and breeding wildlife. Unpaved access roads would be frequently watered with raw water using a sprayer truck during periods when trucks and other construction vehicles are using the roads, except during periods when precipitation has dampened the soil enough to inhibit dust. The speed limit on unpaved roads in the construction footprint would be limited to avoid visible dust.
There would be permanent loss of wetlands and other waters of the U.S.	VEG-4, VEG-6, VEG-7, BIO-10	LTS	BIO-9: The responsible Federal Agency or their respective Construction Contractor will employ qualified biologists (monitors) throughout the construction period to identify any at-risk special-status species. The biologist will consult with the appropriate agency to remove individuals from the project area, according to USFWS and CDFG laws, handling guidelines, licenses, and permits.
There would be temporary disturbance of wetlands and other waters of the U.S.	VEG-4, VEG-6, VEG-7, BIO-10	LTS	BIO-10: Reclamation will follow recommendations in the FWCAR and complete mitigation in the FWCAR for all affected habitats. Following the Corps' incremental analysis, the Corps will develop and coordinate project-related mitigation with USFWS, and ensure mitigation will be implemented for all affected habitats.

**Table 2-2
Folsom Dam Safety/Flood Damage Reduction EIS/EIR Impacts and Mitigation Measures**

<i>Impact Being Mitigated</i>	<i>Relevant Mitigation Measures</i>	<i>Level of Significance With Mitigation³</i>	<i>List of Mitigation Measures for each Resource⁴</i>
Construction activities and borrow site excavation may result in adverse effects to host plants for the valley elderberry longhorn beetle.	BIO-11, INV-1a, INV-1b, INV-1c, INV-1d, INV-1e	LTS	BIO-11: To minimize adverse effects to federally listed species and their habitats, the responsible Federal agency shall implement avoidance and minimization measures from the project Biological Assessment and anticipated in the Biological Opinion from the USFWS. These measures will supplement and supercede, if necessary, other project mitigation measures.
			<p>WIL-1: To the extent possible, the responsible Federal Agency will direct their respective Construction Contractor to initiate excavation and construction activities during non-breeding seasons for special-status and protected wildlife. Habitat for special status and protected species will be removed during the non-breeding season if practicable to preclude return to the project area by the species during construction activities.</p> <p>BRD-1: To the extent possible, the responsible Federal Agency will direct their respective Construction Contractor to remove vegetation and potential bird breeding habitat in the Folsom DS/FDR project area between September 1 and February 28, when birds are not expected to be nesting within the project area, in order to comply with the Migratory Bird Treaty Act (MBTA) and EO 13186. Impacts to non-breeding birds still may occur between September 1 and February 28, because they are not reproductively constricted to the project area during that period. During the period from March 1 to August 31, bird reproduction is occurring and therefore the potential for impacts to nesting birds exists.</p>

**Table 2-2
Folsom Dam Safety/Flood Damage Reduction EIS/EIR Impacts and Mitigation Measures**

<i>Impact Being Mitigated</i>	<i>Relevant Mitigation Measures</i>	<i>Level of Significance With Mitigation³</i>	<i>List of Mitigation Measures for each Resource⁴</i>
			<p>BRD-2: The responsible Federal Agency will be required to develop and implement a bird monitoring plan as part of the MMRP to monitor and mitigate construction-related impacts to birds during the breeding season, in compliance with the MBTA and Executive Order 13186. Mitigation will include but is not limited to a nest monitoring zone of an adequate size to avoid or significantly reduce impacts to breeding birds at active construction sites. Also, methods to either deter nesting or acclimate birds to construction noise and activities will be employed. One potential method would be the use of acoustic recordings within 500 ft of blasting sites to deter birds from nesting near blasting areas or allow them to become habituated to the noise. Also, an appropriate buffer zone around active nests of special status bird species will be implemented. Nest monitoring will be conducted by a biologist qualified and experienced in such methods.</p> <p>AMP-1: The Construction Contractor will be required to grade and drain excavated areas within the proposed borrow sites to prevent attraction to the artificial pools by amphibian species as well as prevent fish stranding with changing reservoir water surface elevations.</p> <p>VEG-1: Reclamation will be required to compensate for native oaks and oak woodlands impacted by construction at the ratio stipulated in the FWCAR and MMRP. Following the Corps' incremental analysis, the Corps will develop and coordinate project-related mitigation with USFWS, and ensure mitigation will be implemented for all affected habitats.</p> <p>VEG-2: Reclamation will be required to compensate for riparian vegetation impacted by construction at the ratio stipulated in the FWCAR and MMRP. Following the Corps' incremental analysis, the Corps will develop and coordinate project-related mitigation with USFWS, and ensure mitigation will be implemented for all affected habitats.</p> <p>VEG-3: Reclamation will be required to compensate for chaparral vegetation impacted by construction at the ratio stipulated in the FWCAR and MMRP. Following the Corps' incremental analysis, the Corps will develop and coordinate project-related mitigation with USFWS, and ensure mitigation will be implemented for all affected habitats.</p>

Table 2-2
Folsom Dam Safety/Flood Damage Reduction EIS/EIR Impacts and Mitigation Measures

<i>Impact Being Mitigated</i>	<i>Relevant Mitigation Measures</i>	<i>Level of Significance With Mitigation³</i>	<i>List of Mitigation Measures for each Resource⁴</i>
			<p>VEG-4: Reclamation will be required to compensate for wetlands impacted by construction at the ratio stipulated in the FWCAR and MMRP. Following the Corps' incremental analysis, the Corps will develop and coordinate project-related mitigation with USFWS, and ensure mitigation will be implemented for all affected habitats.</p> <p>VEG-5: For appropriate phases of work, prior to bringing in equipment from other sites, Construction Contractors will clean all mud, soil, and plant/animal material from the equipment. This will help prevent the importation of plants or animals that are exotic, non-native, or invasive.</p> <p>VEG-6: The responsible Federal Agency will ensure that all revegetated or disturbed areas will be monitored for invasive non-native plant species, particularly French broom and pampas grass, for three to five years following completion of construction, with the assistance of a qualified botanist. If invasive species are becoming established on areas disturbed by project activities during the three to five year period, invasive species will be removed at times that preclude the plants from setting new seed.</p> <p>VEG-7: During jet grouting of the foundation at MIAD, Reclamation will be responsible to delineate wetlands downstream of MIAD using flagging. No equipment will be staged within 25 ft of a wetland, nor will work take place within 25 ft of a wetland.</p> <p>INV-1a: Where avoidance is compatible with the construction of the Folsom DS/FDR Action, the responsible Federal Agency working with their respective construction contractor will establish and maintain a 100-foot buffer zone round all elderberry plants containing stems measuring 1.0 inches or greater in diameter at ground level. USFWS will be consulted before any disturbances within the buffer area occur.</p>

**Table 2-2
Folsom Dam Safety/Flood Damage Reduction EIS/EIR Impacts and Mitigation Measures**

<i>Impact Being Mitigated</i>	<i>Relevant Mitigation Measures</i>	<i>Level of Significance With Mitigation³</i>	<i>List of Mitigation Measures for each Resource⁴</i>
			<p>INV-1b: The responsible Federal Agency will transplant each elderberry plant that cannot be avoided during Folsom DS/FDR construction to a conservation area approved by USFWS. All elderberry plants containing stems measuring 1.0 inches or greater in diameter at ground level will be transplanted to a conservation area if technically feasible, per project Biological Assessment that was submitted to USFWS and Biological Opinion that is anticipated from USFWS as well as the Valley Elderberry Longhorn Beetle (VELB) conservation guidelines (USFWS 1999).</p> <p>INV-1c: The responsible Federal Agency will compensate for each elderberry stem measuring 1.0 inch or greater in diameter at ground level that is adversely affected during Folsom DS/FDR construction with elderberry seedlings and associated native plant seedlings in the conservation area, per the Biological Opinion for the Project and USFWS's 1999 VELB Conservation Guidelines. A minimum survival rate of at least 60 percent of the elderberry plants will be maintained throughout the monitoring period (see INV-1e). If survival drops below this level, additional seedlings or cuttings will be planted. Stock for plantings will be obtained from local sources.</p> <p>INV-1d: The responsible Federal Agency will be responsible for planting native plants associated with elderberry plants at the Folsom DS/FDR Action site, or at similar reference sites, at ratios provided in the Biological Opinion for the Project. A minimum survival rate of at least 60 percent of the associated native plants must be maintained throughout the monitoring period (see INV-1e). If survival drops below this level, additional seedlings or cuttings will be planted. Only stock from local sources will be used.</p> <p>INV-1e: The responsible Federal Agency will establish a conservation area distinct from the project area that will be protected in perpetuity as a compensation site for transplanted elderberry plants and associated native vegetation. This area will provide at least 1,800 square feet for each transplanted elderberry plant. The condition of the valley elderberry longhorn beetle, elderberry shrubs, and general condition of the conservation area will be monitored over a period of ten consecutive years or for seven years over a 15-year period occurring on the first, second, third, fourth, fifth, seventh, tenth, and fifteenth years.</p>

**Table 2-2
Folsom Dam Safety/Flood Damage Reduction EIS/EIR Impacts and Mitigation Measures**

<i>Impact Being Mitigated</i>	<i>Relevant Mitigation Measures</i>	<i>Level of Significance With Mitigation³</i>	<i>List of Mitigation Measures for each Resource⁴</i>
Aquatic Biota			
Construction activities may result in alteration of habitat for protected vernal pool invertebrates or direct impacts to these species.	BIO-4, BIO-11, AQINV-1a, AQINV-1b, AQINV-1d	LTS	AQINV-1a: The responsible Federal Agency will complete protocol surveys for special-status branchiopods prior to any grading or other construction activities in potential habitat for these species.
Jet grouting may have direct or indirect impacts to adjacent wetland ecosystems	AQINV-4	LTS	AQINV-1b: The responsible Federal Agency working with their respective Construction Contractor will avoid (preserve) potential vernal pool habitat by placing fencing and a suitable buffer area around the vernal pool area to prevent effects from vehicle compaction and other construction-related activities. For vernal pool habitat that is to be avoided, an approved biologist (monitor) will inspect construction-related activities to ensure that no unnecessary take or destruction of habitat occurs. The biologist will contact the construction representative who has the authority to stop activities that may result in such take or destruction until corrective measures have been taken. The biologist will also be required to report immediately any unauthorized effects to Reclamation or the Corps, and to the USFWS and CDFG.
Dewatering the existing Stilling Basin would displace and potentially harm fish.	FISH-1	LTS	AQINV-1d: Adverse impacts to potential vernal pool habitat in the Folsom DS/FDR footprint will be compensated in a manner agreed upon by the responsible Federal Agency and the USFWS. For example, for habitat that is directly or indirectly affected, vernal pool credits will be dedicated within a USFWS-approved ecosystem preservation bank. Based on a USFWS evaluation of conservation values of the affected habitat, vernal pool habitat will be preserved, or created and monitored, on the Folsom DS/FDR site, or on another non-bank site approved by the USFWS. Vernal pool habitat and associated upland habitat used as on-site mitigation will be protected from adverse effects and managed in perpetuity or until the responsible Federal Agency and USFWS agree on a process to exchange such areas for credits within a USFWS-approved mitigation banking system.

**Table 2-2
Folsom Dam Safety/Flood Damage Reduction EIS/EIR Impacts and Mitigation Measures**

<i>Impact Being Mitigated</i>	<i>Relevant Mitigation Measures</i>	<i>Level of Significance With Mitigation³</i>	<i>List of Mitigation Measures for each Resource⁴</i>
			<p>AQINV-4: To monitor the health of the wetlands downstream of the construction at MIAD, Reclamation will conduct bioassessment studies prior to, during, and after jet grouting of the MIAD foundation.</p> <p>FISH-1: The responsible Federal Agency will develop a fish removal plan prior to dewatering the existing Stilling Basin and implement the plan at the time of dewatering.</p>
Soils, Minerals, and Geological Resources			
Construction activities near D1/D2, MIAD, and Dike 8 could result in effects associated with asbestos disturbance.	GR-1	LTS	<p>GR-1: In order to obtain air quality permits from both Sacramento and El Dorado Counties, the responsible Federal Agency will prepare a geologic site characterization report (signed by a California Registered Geologist) and a county approved Dust Mitigation Plan. The geologic site characterization report will be useful for mitigation purposes by identifying areas of naturally-occurring asbestos. The Dust Mitigation Plan will specify the activities and Best Management Practices (BMPs) required to minimize airborne naturally-occurring asbestos. These activities and BMPs are specified in the Airborne Toxic Control Measure regulation as well as the more restrictive county requirements. These include, but are not limited to, the following:</p> <ul style="list-style-type: none"> • Pre-wet work area and keep area sufficiently wet during construction operations. An approved palliative material may also be used to seal loose fibers to the parent material; • Limit vehicle access and speed on serpentine and other materials containing asbestos; • Cover areas that are exposed to vehicle travel; • Material transfers and stockpiles of loose material must be covered, kept adequately wet, or sealed by an approved palliative; and,

**Table 2-2
Folsom Dam Safety/Flood Damage Reduction EIS/EIR Impacts and Mitigation Measures**

<i>Impact Being Mitigated</i>	<i>Relevant Mitigation Measures</i>	<i>Level of Significance With Mitigation³</i>	<i>List of Mitigation Measures for each Resource⁴</i>
			<ul style="list-style-type: none"> • Worker safety precautions and monitoring should be considered. Written employee notifications should be provided, notifying employees of the potential health risk and requirements of the asbestos dust mitigation plan (El Dorado County 2003).
Construction activities would increase the potential for soil erosion.	GR-2	LTS	<p>GR-2: Prior to construction activity, the responsible Federal Agency along with their Construction Contractor will file a Notice of Intent with the CVRWQCB to indicate the intent to comply with the State General Permit for Storm Water Discharges Associated with Construction Activity (General Permit). The General Permit establishes conditions to minimize sediment and pollutant loading and requires preparation and implementation of a SWPPP prior to construction. (See Section 3.1 for more details). The purpose of this Plan is to prevent the movement of construction pollutants (in contact with storm water) into receiving water. This is accomplished through the selection of BMPs which are measures that are applied to control erosion and sediment transport. The SWPPP lists the BMPs that will be used and identifies the placement of the BMPs (State Water Resources Control Board 2006). BMPs will be used during the construction period to stabilize the soil in affected areas (e.g., Auxiliary Spillway and borrow and fill sites) until vegetation will be reestablished as well.</p>
Visual Resources			
Construction would introduce color and form changes to the landscape			Note: visual resource impacts during construction are not mitigatable. The restoration of disturbed areas following construction will reduce any form or color impacts due to construction.
Construction of the parapet wall would introduce a color change to the top of existing dikes and dams.	VIS -3	LTS	<p>VIS-3: To lessen the visual impacts of the concrete parapet walls, a coloring agent will be added to the concrete to help it blend in with the natural surroundings.</p>
Agricultural Resources			
N/A			Note: there are no agricultural resources within the footprint of the Folsom DS/FDR actions.

**Table 2-2
Folsom Dam Safety/Flood Damage Reduction EIS/EIR Impacts and Mitigation Measures**

<i>Impact Being Mitigated</i>	<i>Relevant Mitigation Measures</i>	<i>Level of Significance With Mitigation⁵</i>	<i>List of Mitigation Measures for each Resource⁶</i>
Transportation and Traffic			
Project alternative would result in traffic impacts including LOS deterioration, an ADT Increase >2%, and LOS F V/C Increase >0.05.	T-1, T-2, T-3	LTS	<p>T-1: In conjunction with the development and review of more detailed project design and construction specifications, the responsible Federal Agency, including CCAO and CCAO area manager, will prepare a peak hour capacity analysis on specific intersections to evaluate the need for changes to traffic signal timing, phasing modification, provision of additional turn lanes through re-striping or physical improvements, as necessary and appropriate to reduce project-related impacts to an acceptable level. In conjunction with that assessment, the potential need for roadway improvements or operation modifications (i.e., temporary restrictions on turning movements, on-street parking, etc.) to enhance roadway capacity in light of additional traffic from the project will be evaluated. The completion of these evaluations and the identification of specific traffic improvement measures, as deemed necessary and appropriate in light of the temporary nature of impacts, will be coordinated with the transportation departments of the affected jurisdictions.</p> <p>T-2: The responsible Federal Agency, including CCAO and CCAO area manager, working with their respective Construction Contractor will prepare a transportation management plan, outlining proposed routes to be approved by the appropriate local entity, and implement it. High collision intersections will be identified and avoided if possible. Drivers will be informed and trained on the various types of haul routes, and areas that are more sensitive (e.g., high level of residential or education centers, or narrow roadways). To the extent practicable, deliveries will be restricted to non-commute hours.</p> <p>T-3: The responsible Federal Agency, including CCAO and CCAO area manager, working with their respective Construction Contractor will develop and utilize appropriate signage to inform the general public of the haul routes and route</p>

⁵ LTS = Less than significant with mitigation.

⁶ Unless otherwise specified, for mitigation measures that refer to “responsible Federal agency”, the Corps is responsible for impacts and corresponding mitigation related to flood damage reduction construction activities; for all other construction-related project impacts and corresponding mitigation, Reclamation is the responsible Federal agency.

**Table 2-2
Folsom Dam Safety/Flood Damage Reduction EIS/EIR Impacts and Mitigation Measures**

			changes, if applicable.
Noise			
The following measures will be incorporated into a Noise Control Plan to address increased night time noise levels as a result of the Folsom DS/FDR activities.	N1, N2, N3, N4, N5, N6, N7, N8, N9, N10	LTS	<p>N-1: The responsible Federal Agency will incorporate the appropriate level of sound attenuation on equipment or near facilities that will attenuate sound at sensitive receptors to comply with local noise ordinances. Potential sound attenuation measures that could be considered include, but are not limited to, temporary sound barriers near the noise source, such as those considered in the impacts analysis relative to BACT for stationary/quasi-stationary equipment, or otherwise placed between the source(s) of construction noise and noise-sensitive receptors, as appropriate.</p> <p>N-2: The Construction Contractor will be responsible for maintaining equipment to comply with noise standards (e.g., exhaust mufflers, acoustically attenuating shields, shrouds, or enclosures).</p> <p>N-3: If necessary to meet local noise ordinances, the Construction Contractor will be required to enclose above-ground conveyor systems in acoustically-treated enclosures.</p> <p>N-4: If necessary to meet local noise ordinances, the Construction Contractor will be required to line or cover hoppers, conveyor transfer points, storage bins and chutes with sound-deadening material.</p> <p>N-5: When necessary to comply with nighttime noise levels, the Construction Contractor will be required to schedule truck loading, unloading, and hauling operations so as to reduce nighttime noise impacts to less than noticeable levels.</p> <p>N-6: For nighttime or after-hour construction, the Construction Contractor will obtain a permit from the City and County, as appropriate.</p> <p>N-7: The responsible Federal Agency will schedule blasting to daylight hours only and will adhere to restrictions on blasting as stated per Reclamation and Corps' safety regulations.</p> <p>N-8: Monitoring blasting vibration will be implemented as per Reclamation and Corps safety guidelines.</p> <p>N-9: The Construction Contractor will be directed to use as appropriate blasting mats to cover blasts in order to minimize the possibility of fly rock.</p>

**Table 2-2
Folsom Dam Safety/Flood Damage Reduction EIS/EIR Impacts and Mitigation Measures**

			<p>N-10: The responsible Federal Agency along with their respective Construction Contractor will examine any properties, structures and conditions where complaints of damages have been filed will be performed within three weeks of rock excavation and blasting work.</p>
Cultural Resources			
Construction would lead to adverse effects to historic properties and/or historical resources.	CR-1	LTS	<p>CR-1: Identification, Evaluation and Mitigation (Treatment) of Impacts to Historic Properties and/or Historical Resources.</p> <p>All cultural resources located within the Area of Potential Effect (APE) will be evaluated for inclusion in the National Registry of Historic Places (NRHP) and the CRHR using criteria found at 36 CFR Part 800.4 or CRHR Guidelines. A memorandum of agreement or a programmatic agreement will be developed, in consultation with SHPO and consulting parties, to mitigate impacts to any identified historic properties or historic resources. The implementation of the agreement document will reduce impacts to historic properties or historic resources to less than significant levels, per NEPA and CEQA. Cultural resources that are determined to be not eligible for inclusion in the NRHP or the CRHR require no further management. It should be noted that some cultural resources may not meet NRHP eligibility criteria, but still may be CRHR eligible and could be managed per CEQA but not per NEPA.</p> <p>If human remains are discovered, procedures outlined in Reclamation’s Directive and Standards for the Inadvertent Discovery of Human Remains (LND 07-01) will be followed.</p> <p>The standard contract specifications contain directions to follow in the unlikely event of the discovery of other cultural resources during the construction phase of this project. Any such discovery will also be considered under the provisions of 36 CFR Part 800.13.</p>
Construction would lead to adverse effects to previously unknown historic properties and/or historical resources.	CR-1	LTS	

**Table 2-2
Folsom Dam Safety/Flood Damage Reduction EIS/EIR Impacts and Mitigation Measures**

Construction would lead to adverse effects upon previously undiscovered and potential historic properties and/or historical resources within the area of the increased reservoir elevation, and locations of new embankment, or footprints of construction work at existing Folsom Facilities.	CR-1	LTS	
Land Use			
N/A			There will be no changes to land use under the Preferred Alternative for the Folsom DS/FDR actions.
Recreation			
Construction could result in occasional temporary loss of recreational use at Folsom Point.	RC-1 through RC-8	LTS	<p>RC-1: All construction-related damages to recreation facilities will be replaced in kind by the appropriate Federal Agency, in accordance with their respective policies and guidance.</p> <p>RC-2: The responsible Federal Agency will post signage and public announcements to inform the public of construction activities, facility closures at Folsom Point or Beal's Point, and provide instructions as to where alternative access to FLSRA will be possible. The selected alternative is to construct a grade separation at Folsom Point. Traffic will be separated either through a tunnel that creates a grade separation or via a controlled, secured intersection with a flag person or other engineered mechanism. In any case, the public will have continuous access to Folsom Point during the construction period. The public access entrances at Beal's Point will be reconstructed to allow concurrent construction traffic and public access. This will significantly reduce the impacts on the recreation facilities.</p> <p>RC-3: Construction, borrow and staging areas will be sited as far away from recreation areas as practical in order to minimize recreation impacts, as determined by the responsible Federal Agency. When a staging area cannot be moved or relocated, appropriate measures would be taken for noise and safety considerations.</p>
Construction traffic could result in periodic interruptions to recreation at Beal's Point.	RC-1 through RC-8	LTS	
Construction could result in lost recreational use on trails at Beal's Point.	RC-9, RC-10	LTS	
Construction could result in cancellation of special events scheduled at FLSRA.	RC-7	LTS	
Installation and operation of security measures could interrupt recreation at FLSRA facilities.	RC-6, RC-9, RC-10	LTS	
Construction could result in lost recreation on the Folsom Point-Browns Ravine Trail.		Temporary, Significant and Unavoidable	

**Table 2-2
Folsom Dam Safety/Flood Damage Reduction EIS/EIR Impacts and Mitigation Measures**

	<p>RC-4: The responsible Federal Agency will ensure that sites used for borrow development, staging and construction activities will be re-contoured by the lead constructing agency, as appropriate, to pre-construction conditions, or to contours which do not pose a safety hazard.</p>
	<p>RC-5: After all construction activities are complete at Beal’s Point, Folsom Point, or Granite Bay, the responsible Federal Agency will ensure that all disturbed recreation areas and facilities will be restored as closely as possible to pre-construction conditions.</p>
	<p>RC-6: The responsible Federal Agency will include in the plans and specifications, as appropriate, details necessary to ensure that the entrance stations at Folsom Point and Beal’s Point will meet public safety and traffic requirements during construction.</p>
	<p>RC-7: The Responsible Federal Agencies including CCAO and the CCAO Area Manager will ensure that construction activities will be scheduled to minimize impacts during peak recreation use periods, holidays, and special events so as to allow public access to the extent practical.</p>
	<p>RC-8: The Responsible Federal Agencies including CCAO and the CCAO area manager will develop a traffic management plan for all public roads and trails within the recreation areas where both public and construction traffic occur. The plan would include measures such as flagmen and appropriate signage. The traffic plan would be submitted to the appropriate entities, or included in the Plans and Specifications for construction. An appropriate mile per hour speed limit would be imposed in all public areas close to construction. Construction crews and traffic will utilize internal haul routes, to the extent practical.</p>
	<p>RC-9: The responsible Federal Agency working with California Department of Parks and Recreation (DPR) will identify suitable detours, with appropriate signage, for any bike, equestrian, or pedestrian trails that are interrupted by construction, per agency guidance and policy. Public service announcements would also be distributed and posted to inform the public of route changes. Where possible to ensure public safety, the recreational trails affected by the truck traffic will be relocated to allow the trails to stay open during construction.</p>

**Table 2-2
Folsom Dam Safety/Flood Damage Reduction EIS/EIR Impacts and Mitigation Measures**

			RC-10: Any damage to existing improved trails from construction will be repaired in kind after construction is completed by the responsible Federal Agency, per agency policy and guidance.
Public Utilities			
Construction activities could require the relocation of electricity infrastructure.	PSU-1	LTS	PSU-1: The responsible Federal Agency, including CCAO and CCAO area manager, working with their respective Construction Contractor will coordinate with utility companies and other relevant agencies before construction to locate existing utilities and avoid damage. Avoid the relocation of utilities whenever possible. Provide notification of any potential interruptions in services to the appropriate agencies.
Electricity would be required to power processing and concrete batch plants.	PSU-2	LTS	PSU-2: The responsible Federal Agency, including CCAO and CCAO area manager, working with their respective Construction Contractor and local power utility will stage utility relocations to minimize interruptions in service.
Construction activities could require the relocation of existing water and wastewater infrastructure.	PSU-1	LTS	PSU-3: The Construction Contractor will be instructed to consult with local landfills to select licensed landfills with adequate capacity to receive the wastes.
Construction activities would generate solid waste.	PSU-3, PSU-4, PSU-5	LTS	PSU-4: The Construction Contractor will be instructed to recycle construction wastes whenever possible.
Construction activities could increase emergency response times to the Folsom Facility.	PSU-6	LTS	PSU-5: The Construction Contractor will be directed to dispose of hazardous wastes at licensed hazardous waste facilities.
Construction activities could require the relocation of telecommunication infrastructure.	PSU-1, PSU-2	LTS	PSU-6: Prior to construction, the responsible Federal Agency in conjunction with its respective Construction Contractor will consult with local police, fire, CCAO and CCAO area manager, and DPR staff to develop and implement emergency response plans and establish emergency vehicle routes.
Hydropower			
N/A			The Folsom DS/FDR actions will not change current power operations.
Population & Housing			
N/A			The Folsom DS/FDR actions will not require new housing construction.
Environmental Justice			

**Table 2-2
Folsom Dam Safety/Flood Damage Reduction EIS/EIR Impacts and Mitigation Measures**

N/A			The Folsom DS/FDR actions will have no significant environmental justice impacts.
Public Health & Safety			
Construction activities could increase hazards by the placement of construction equipment in waterways, roadways, or other areas potentially accessible by park visitors.	PHS-1	LTS	<p>PHS-1: A public safety management plan will be prepared by the responsible Federal Agency and implemented to maintain public safety during all phases of construction. Components of the plan will address:</p> <ul style="list-style-type: none"> • Public notification of the location and duration of construction activities, pedestrian/bicycle path/trail closures, and restrictions on reservoir use (i.e., boating, water skiing, fishing, swimming); • Verification with local jurisdictions that construction blockage of existing roadways will not interfere with existing emergency evacuation plans; • Adequate signage regarding the location of construction sites and warning of the presence of construction equipment; <ul style="list-style-type: none"> • Fencing of construction staging areas and of construction areas if dangerous conditions exist when construction is not occurring; and • Temporary walkways (with appropriate markings, barriers, and signs to safely separate pedestrians from vehicular traffic) and detour signage where an existing sidewalk or pedestrian/bicycle path/trail will be closed during construction.
Construction would increase the risk of fire.	PHS-2	LTS	<p>PHS-2: Prior to initiating construction activities, the responsible Federal Agency in consultation with CCAO and CCAO area manager and the appropriate city, county and State fire suppression agencies will prepare and implement a Fire Management Plan. The plan will include fire prevention and response methods including fire precaution, pre-suppression, and suppression measures consistent with the policies and standards in the affected jurisdictions.</p>
Construction work at sites used to construct the original Folsom Facility may expose workers to health and safety effects from chemical materials buried at those sites.	PHS-3, PHS-4, PHS-5	LTS	<p>PHS-3: The responsible Federal Agency will conduct a Phase I Environmental Site Assessment (ENSA) at all former construction sites before beginning construction. As necessary, a soil characterization program will be developed and implemented at all excavation locations in proximity to listed hazardous waste sites identified in the Phase I ENSA. The soil characterization program will identify those excavation areas that will require development and implementation of appropriate remediation measures. Mitigation Measure PHS-5 described below applies only to areas where contact with contaminated soil or groundwater is suspected.</p>
Construction work could expose workers	PHS-4,	LTS	<p>PHS-4: The Responsible Federal Agencies will prepare and implement a Worker</p>

**Table 2-2
Folsom Dam Safety/Flood Damage Reduction EIS/EIR Impacts and Mitigation Measures**

<p>to hazardous materials used during construction</p>	<p>PHS-5</p>		<p>Health and Safety Plan prior to the start of construction activities. The Contractor will prepare a Health and Safety Plan that should, at a minimum, identify:</p> <ul style="list-style-type: none"> • all contaminants that could be encountered during excavation activities (e.g., potential for asbestos, TPH in soil) ; • all appropriate worker, public health, and environmental protection equipment and procedures; • emergency response procedures; • most direct route to a hospital; and • Site Safety Officer. <p>The plan will require documentation that all workers have reviewed and signed the plan.</p> <p>PHS-5: Prior to initiation of construction activities, the Construction Contractor will be required to prepare a Hazardous Material Management Plan for review by the responsible Federal Agency. The purpose of this plan is to have an established plan of action if hazardous materials are encountered during construction and to establish best management practices (BMPs) to reduce the potential for exposure to hazardous wastes. The plan will:</p> <ul style="list-style-type: none"> • define a protocol for proper handling and disposal of hazardous materials if they are encountered during construction, • define a protocol for proper emergency procedures and handling and disposal of hazardous materials if an accidental spill occurs during construction, and • establish BMPs to reduce the potential for spills of HTRW. <p>Typical BMPs to reduce the potential for spills may include, but are not limited to:</p> <ul style="list-style-type: none"> • having a spill prevention and control plan with a designated supervisor to oversee and enforce proper spill prevention measures; • providing spill response and prevention education for employees and subcontractors; • stocking appropriate clean-up materials onsite near material storage, unloading and use areas; • designating hazardous waste storage areas away from storm drains or watercourses; • minimizing production or generation of hazardous materials onsite or substituting chemicals used onsite with less hazardous chemicals; • designating areas for construction vehicle and equipment maintenance and fueling with appropriate control measures for run-on and runoff; and • arranging for regular hazardous waste removal to minimize onsite storage.
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Table 2-2 <i>Folsom Dam Safety/Flood Damage Reduction EIS/EIR Impacts and Mitigation Measures</i>			
Indian Trust Assets			
There are no Indian Trust Assets within the Folsom DS/FDR project footprint.			

Chapter 3

Summary Analysis of Preferred Alternative (Based on Revised Project Description)

As described in Chapter 2, the Preferred Alternative (Alternative 3) has been revised in response to comments received on the Draft EIS/EIR and with regard to project refinements made by Reclamation and the Corps. The following summary analysis of the Preferred Alternative describes how the project refinements described in Chapter 2 relate to various aspects of the natural, physical, and social environments and how certain environmental impacts would be avoided, reduced, or otherwise modified by virtue of those project refinements, as compared to the impacts identified in the Draft EIS/EIR for the original proposal (i.e., Alternative 3 in the Draft EIS/EIR). The analysis below focuses especially on any changes in impacts identified in the Draft EIS/EIR as being significant and/or adverse, inasmuch as the ability to avoid or reduce such impacts, where feasible, is particularly relevant to the NEPA and CEQA review processes.

The presentation of the resource areas (natural, physical, and social environments) in this Chapter follows same order as that presented that of Chapter 3 of the Draft EIS/EIR with the exception of Socioeconomics. In the Draft EIS/EIR, Socioeconomics was presented as Chapter 4.0. In the Final EIS/EIR, Socioeconomics is presented as Section 3.20. Because the environmental baseline, or the basis by which environmental impacts were determined in the Draft EIS/EIR, has not changed since issuance of the Draft EIS/EIR in December 2006, the Affected Environment portion of the Draft EIS/EIR is not repeated here. Appendix C of the Final EIS/EIR includes that text. The sections below only present the changes in impact determinations based on the refinements to the Preferred Alternative, as presented in Chapter 2.0 of this Final EIS/EIR.

3.1 Hydrology, Water Quality, and Groundwater

There would be no notable changes to the impacts related to hydrology and groundwater from those described in the Draft EIS/EIR. In the Draft EIS/EIR, the project-related effects to hydrology and groundwater were determined to be less than-significant. Mitigation monitoring activities proposed in Section 3.1 of the Draft EIS/EIR to demonstrate no significant adverse impact would occur from the project would still be followed under implementation of the revised Preferred Alternative.

The reduction of the project footprint, elimination of borrow activities in most areas along the reservoir shoreline, and elimination of cofferdams at Dikes 7 and 8, are expected to reduce, but not eliminate, the potential for adverse water quality impacts due to construction. Section 2.2.3 of this document shows the difference between the project footprints in the Draft EIS/EIR and revised Preferred Alternative graphically. Table 3-1 summarizes the difference by acreage. Nevertheless, the Partner Agencies will implement Storm Water Pollution Prevention and Water Quality Control plans to ensure that the water quality of Folsom Reservoir is protected during construction.

Construction Zone	Draft EIS/EIR (total area in acres)	Final EIS/EIR (total area in acres)
Contractor Staging Areas	377	215
Borrow Areas	1,040	154
Dike Construction Zones	261	261
Internal Haul Routes	94	35
Total	1,772	665

Based upon additional engineering analysis since the Draft EIS/EIR was published, the Corps has concluded that with optimization of all elements of its Selected Plan, including the 6STG Auxiliary Spillway, emergency spillway gate modification, and a 3.5-ft facility raise, an increase to maximum reservoir water surface elevation beyond current dam crest elevation is not anticipated in order to provide for flood damage reduction benefits. The future maximum water surface elevation for all flood events, inclusive of a PMF event, eliminates the risk that surrounding properties or habitat would be flooded beyond which occurs under existing conditions. Consequently, no property takes, flowage easements, or additional small scale impoundment features, such as dikes or berms, beyond the existing take line are planned as part of the Corps' Selected Plan. The 3.5-ft raise of the Corps' Selected Plan will undergo further design during pre-construction, engineering, and design phase and, if needed, addressed through supplemental NEPA/CEQA documentation.

Because the engineering details of the approach channel for the Auxiliary Spillway are not known at this time, mitigation measure HWQ-13 has been revised as follows:

HWQ-13: During the process of dredging material to construct the approach channel for the Auxiliary Spillway, sediment containing mercury will be controlled using a variety of methods, including, but not limited to, silt curtains, silt fences, as well as other BMPs and construction methods approved by the CVRWQCB.

Dredged material will be placed on the downstream side of the reservoir in a contained area for drying and processing. The dredged material will then be contained either in the MIAD overlay or transported to a permanent disposal site outside of the reservoir.

3.2 Water Supply

The Draft EIS/EIR concluded that any construction-related impact to water supply provided by Folsom Reservoir would not be significant. There is no notable change in impacts to water supply resources as a result of the refinements of the Preferred Alternative; thus, that conclusion remains the same.

3.3 Air Quality

The Partner Agencies are required to conform to federal U.S. Environmental Protection Agency (USEPA) air quality regulations, being enforced by the SMAQMD. All air quality emissions will be required to be controlled to levels that must be in compliance with limits established by SMAQMD in the project's air quality permits. In addition to watering roadways, excavation, and deposition sites to minimize dust, the Partner Agencies will be required to use the most up-to-date pollution reduction equipment on all fossil fuel powered construction equipment. The specific air pollution control measures to be employed and adhered to will be described in detail in the project's air quality permits. Refinements to the project, including an air quality assessment of a more practical project, have shown that the project can conform to the Clean Air Act requirements. These refinements include:

- Identification of available air quality emission credits,
- Redistribution of material hauling and disposal to minimize haulage miles
- Scheduling and sequencing of excavation and hauling work so that there is not a significant overlap with other project activities that contribute to air quality emissions,
- Use of electrical power for all stationary equipment (note: electrical power will be obtained from commercial sources and will not impact Western Area Power Authority or CVP users and customers), and
- Use of the most recent pollution control equipment for all off-road equipment.

3.4 Aquatic Resources

The Draft EIS/EIR concluded that potential impacts due to construction would not be significant because the shoreline habitat is marginal and the fish occupying the habitat are non-native. Notwithstanding, the elimination of some borrow activity around the shoreline of Folsom Reservoir has the potential for reducing impacts to fish. Figures 2-1 and 2-2 of this document illustrate the difference between the project footprints in the Draft EIS/EIR and revised Preferred Alternative. Table 3-1 above summarizes acreage differences.

The Draft EIS/EIR concluded that staging site and construction work could adversely affect habitat supporting vernal pool species. The reduction of project footprints and some borrow activity may reduce the potential for impact vernal pool species; however, because the species are protected under the ESA, any disturbance of vernal pool habitat would be considered significant. As such, the refinements to the Preferred Alternative could ostensibly reduce the potential for, and/or extent of, significant impacts to vernal pools; but, for the purposes of this Final EIS/EIR, the basic earlier conclusion that significant impacts to vernal pools species may occur would not change. The measures identified in Section 3.4 of the Draft EIS/EIR to mitigate such impacts are still applicable and would be implemented under the revised Preferred Alternative. In the event of retention of floodwaters above the existing conditions maximum reservoir water surface elevation, all applicable federal laws will be followed by the responsible Federal Agency to mitigate impacts to vernal pool invertebrates and their habitats.

Aquatic invertebrate mitigation measure AQINV-1c has been deleted as it is redundant to mitigation measure BIO-4"

3.5 Terrestrial Vegetation and Wildlife

The refinements to the project footprint for staging, haul roads, and stockpiling could reduce impacts to vegetation and wildlife. Figures 2-1 and 2-2 of this document illustrate the difference between the project footprints in the Draft EIS/EIR and revised Preferred Alternative. Table 3-1 above summarizes acreage differences. Table 3-2 delineates, by habitat type, the amount of habitat impact reduction that would occur under the revised Preferred Alternative compared with Alternative 3 in the Draft EIS/EIR. The reduction in the project footprint would reduce impacts to oak/grey pine woodland, chaparral, and seasonal wetland, but not riparian woodland. Impacts to riparian woodland would increase due to moving haul roads closer to the reservoir, which avoids oak woodland and cultural resources sites, but not riparian habitat. Also, a recent survey of the Dike 4 area identified additional riparian acreage. The four percent increase in impacts to riparian woodland area would not be substantial, especially when considered in light of the 37 percent reduction in impact area for the other habitat types, based on the project refinements. Nevertheless, because 52.4 acres of oak/grey pine woodland, 42.7 acres of riparian woodland, 0.7 acres of chaparral, and 1.2 acres of seasonal wetland would still be affected, impacts to terrestrial vegetation and wildlife would remain significant and require mitigation. Mitigation measures introduced in Section 3.5 of the Draft EIS/EIR would be implemented to minimize the impact or to replace habitat lost as part of project construction.

Based upon additional engineering analysis since the Draft EIS/EIR was published, the Corps has concluded that with optimization of all elements of its Selected Plan, including the 6STG Auxiliary Spillway, emergency spillway gate modification, and

a 3.5-ft facility raise, an increase to maximum reservoir water surface elevation beyond current dam crest elevation is not anticipated in order to provide for flood damage reduction benefits. The future maximum water surface elevation for

**Table 3-2
Comparison of Habitat Impacted Alternative 3 in
Draft EIS with Revised Preferred Alternative**

Habitat Type	Alternative 3 in Draft EIS/EIR (Impacted Acres)	Revised Preferred Alternative (Impacted Acres)
Oak/grey pine woodland	80.4	52.4
Riparian woodland	41.0	42.7
Chaparral	1.26	0.7
Seasonal wetland	4.29	1.2
Total	126.95	97.0

all flood events, inclusive of a PMF event, eliminates the risk that surrounding properties or habitat would be flooded beyond which occurs under existing conditions. Consequently, no property takes, flowage easements, or additional small scale impoundment features, such as dikes or berms, beyond the existing take line are planned as part of the Corps' Selected Plan. The 3.5-ft raise of the Corps' Selected Plan will undergo further design during pre-construction, engineering, and design phase and, if needed, addressed through supplemental NEPA/CEQA documentation. In the event of retention of floodwaters above the existing conditions maximum reservoir water surface elevation, all applicable federal laws will be followed by the responsible Federal Agency to mitigate impacts to wildlife and their habitats.

The mitigation measure BIO-3 has been clarified and supplemented to further mitigate any adverse effects to federally listed species and their habitats not already covered within the project mitigation measures. The refined mitigation measure, referred to as BIO-11, is as follows.

BIO-11: To minimize adverse effects to federally listed species and their habitats, the responsible Federal agency shall implement avoidance and minimization measures from the project Biological Assessment and anticipated in the Biological Opinion from the USFWS. These measures will supplement and supersede, if necessary, other project mitigation measures.

3.6 Soils, Minerals, and Geological Resources

The quantity of in-reservoir area borrow that was proposed for excavation in the Draft EIS/EIR would reduce as part of the refinements to Alternative 3. Therefore, impacts to soil and geological resources would be less than those identified in the Draft EIS/EIR. The measures identified in Section 3.6 of the Draft EIS/EIR to mitigate significant impacts related to soil erosion and asbestos disturbance are still applicable and would still be implemented under the revised Preferred Alternative; hence, the earlier conclusion that such impacts to be reduced to a level less than significant still stands.

3.7 Visual Resources

The Draft EIS/EIR concluded that the potential for a raise of Folsom facilities that would result in a raise of the reservoir surface water elevation could result in the possible need for new embankments. The new embankments could introduce a significant visual impact for local residents and Folsom Lake State Recreation Area (FLSRA) visitors. Engineering evaluations conducted by the Reclamation and the Corps since release of the Draft EIS/EIR indicates that there no longer is a need to increase the reservoir water surface elevation to provide dam safety and flood damage reduction benefits. Therefore, construction of new embankments (dikes or berms) is not part of the Folsom DS/FDR actions and such is not included in the revised Preferred Alternative as addressed in this Final EIS/EIR.

The revised Preferred Alternative that is currently proposed and addressed in this Final EIS/EIR does, however, include the possibility of construction of a 3.5-ft parapet wall or earthen raise, which would primarily provide increased freeboard capacity at the Folsom Facility¹. The visual impacts of such a wall are acknowledged in Section 3.7 of the Draft EIS/EIR as being significant and unavoidable, which would still be the case for the revised Preferred Alternative. Similarly, temporary impacts to visual resources during construction, as described in the Draft EIS/EIR, would, under the revised Preferred Alternative, remain until disturbed areas are recontoured, stabilized, and revegetated. The new Auxiliary Spillway will be a new dam site visual feature that would be visible from the new Folsom Dam Bridge. Mitigation measures identified in Section 3.7 of the Draft EIS/EIR would still be applicable and would be implemented; however, as with Alternative 3, the revised Preferred Alternative would result in unavoidable significant visual impacts during construction.

¹ The additional freeboard capacity provided by the 3.5-ft wall serves as a safety area above the reservoir water elevation during major storm events, to accommodate spontaneous changes in peripheral water surface elevations such as from winds or waves.

3.8 Agricultural Resources

The Draft EIS/EIR concluded that the Folsom DS/FDR actions would not affect agricultural resources, as none are within the project area. The refinements to the Preferred Alternative do not change this conclusion.

3.9 Transportation and Circulation

The Draft EIS/EIR identified several locations where LOS indices could be reduced as a result of transport of materials and supplies to the project sites. The Draft EIS/EIR noted the importance of a Traffic Management Plan to prevent significant impacts from occurring. Although refinements to the Preferred Alternative have changed some of the sequencing of hauling of materials, the refinements have not substantially changed the quantities of material transported to the project sites. The Partner Agencies remain committed to a Traffic Management Plan to ensure that significant disruption of traffic flow does not occur as a result of the hauling of materials. The Traffic Management Plan will include a peak hour analysis to aid in the determination of timing of construction traffic flow versus existing and future level of service information.

3.10 Noise

The refinements to the Preferred Alternative have eliminated a materials processing plant near Folsom Point and opposite to Mooney Ridge, reducing noise sources at those locations. Processing of materials would still occur south of Beal's Point, at the Auxiliary Spillway excavation site (LWD and Observation Point), and at MIAD (D1/D2 locations). The processing of materials at Beal's Point would have the potential for impacting recreational activities, including camping, near the processing site. At present, the Partner Agencies plan to conduct processing during the winter months when recreational use is at its lowest. Construction of seepage filters at Dike 5 would be in the vicinity of the RV parking lot. Construction at this location would be only off-peak recreation season months and would not occur at night.

The hauling of material from the Auxiliary Spillway site eastward to MIAD would still occur, although the Partner Agencies would seek to use stockpile and disposal sites at the LWD, Observation Point, and Dike 7 first to minimize truck noise. As part of the refinements to the Preferred Alternative, the Partner Agencies would reinforce their commitment to employ all possible noise-reduction measures to keep noise levels from excavation, hauling, placement, and processing materials to remain below local noise ordinance limits.

3.11 Cultural Resources

One aspect of the refinement of the Preferred Alternative was the reduction in project footprint, including the siting of proposed haul road routes that avoid cultural resources and the elimination of the potential borrow areas at Beal's Point. The

reduction in the project footprint reduces the overall extent of potential impacts to cultural resources resulting from project construction. Section 2.2.3 of this document shows the difference between the project footprints in the Draft EIS/EIR and revised Preferred Alternative in tabular format and graphically. The measures identified in Section 3.11 of the Draft EIS/EIR to mitigate impacts to cultural resources would still be applicable to the revised Preferred Alternative and would reduce the potential impacts to a level less than significant. The Partner Agencies will complete the State Historic Preservation Office (SHPO) consultation process as necessary to comply with NHPA requirements.

3.12 Land Use, Planning, and Zoning

The Draft EIS/EIR analysis of land use, planning, and zoning considerations associated with the project is influenced largely by the issue of a potential raise in reservoir water surface elevation, and the associated improvements and measures such as new flood control berms, easements, or property acquisition. The requirement for new flood control berms, easements, or property acquisition was removed from the Preferred Alternative because Reclamation and the Corps have determined that there no longer is a need for a raise in the reservoir water surface elevation to address dam safety and flood damage reduction concerns. Therefore, the revised Preferred Alternative would have no impact to land use, planning, or zoning.

3.13 Recreation Resources

The Draft EIS/EIR assessed impacts to recreation resources at FLSRA as a result of closure of recreational facilities due public safety and construction staging needs. In response to public comments on the Draft EIS/EIR, the Partner Agencies have reduced the amount of acreage needed for staging purposes by eliminating, consolidating, or reducing acreage from that presented in the Draft EIS/EIR (see Table 3-1 above). In principle, contractor staging areas would emphasize use of areas with no current public access, away from residential areas, use of excess materials to create platforms above the normal operating reservoir water surface elevation of 466.0 feet and be placed so as to maintain existing or equivalent public recreation access and use capacity during the peak recreation season.

To minimize potential impacts to recreation, staging areas at Beal's Point and Folsom Point would be placed on constructed platforms or on adjacent unimproved areas a safe distance from primary recreational activities. Public safety would be maintained through the use of fencing or other similar measures. There would be nearly continuous public access to recreation areas and trails throughout the construction period through the use of traffic control measures and/or grade separated vehicular and/or pedestrian crossings and/or temporary alternate public access detours. Closures could occur while the Partner Agencies are implementing these new measures that allow continued access or to address public safety and

facility security objectives. In such cases, temporary closures would be accomplished during off-peak days or the off-season to minimize impacts on recreation activities. Reclamation's Central California Area Office would notify local agencies and the general public and accept input in advance of any possible extended closure(s) that may be necessary due to unforeseen project circumstances.

The Draft EIS/EIR also introduced the possibility of construction use at, or near, Granite Bay and Browns Ravine. Under the revised Preferred Alternative, use or work at Granite Bay and Browns Ravine has been eliminated. There would also be no impacts at Rattlesnake Bar, the Peninsula Campground, Doton's Point, Beeks Bight.

The Partner Agencies remain committed to providing year round access to FLSRA, although it is recognized that some inconvenience to the visiting public remains possible to address public safety and facility security objectives. The Partner Agencies also remain committed to replace any recreation structure, facility, or trail that is damaged or moved as part of construction work. Under current authorities, the Partner Agencies can replace in-kind existing facilities affected by the project, but cannot enhance or improve existing or new facilities.

3.14 Public Services and Utilities

Utility relocations discussed in the Draft EIS/EIR would still be necessary to construct elements of the revised Preferred Alternative. The Partner Agencies would relocate utilities in a manner that will not disrupt services to utility customers.

3.15 Hydropower Resources

The Draft EIS/EIR concluded that none of the Folsom DS/FDR alternatives would significantly affect hydropower resources because the alternatives would not change current operations. The revised Preferred Alternative also would not change current reservoir operations so it would not significantly impact hydropower resources.

3.16 Population and Housing

Construction of all features of the revised Preferred Alternative would be temporary, employing workers from within the region. There would not be a need for new housing for the construction workers. Because a raise of reservoir surface elevation is not part of the revised Preferred Alternative, there is no longer a potential for inundation impacts above the current federal take line around the reservoir. Therefore, the revised Preferred Alternative would not have impacts to population and housing.

3.17 Public Health and Safety

The Partner Agencies remain committed to implement and construct all features of the revised Preferred Alternative in a manner that is protective of public health and safety. The refinements to the Preferred Alternative do not change that commitment.

3.18 Indian Trust Assets

There are no Indian Trust Assets within the footprint of the construction areas proposed for the revised Preferred Alternative.

3.19 Environmental Justice

There are no predominately minority and/or low income groups defined by Environmental Justice guidance within the revised Preferred Alternative project area that would be disproportionately adversely impacted by Folsom DS/FDR activities. Notwithstanding, the Partner Agencies remain committed to implement and construct all features of the revised Preferred Alternative fairly and justly in a manner that considers all peoples including race and economic status.

3.20 Socioeconomics

The Draft EIS/EIR presented the results of an economic analysis based on the assumption that recreational facilities would be closed for extended periods, including during the peak summer recreation period. The results of this analysis indicated a loss of revenues to the local economy due to reduced recreational visits, but a benefit to the economy due to the local purchases by the work force employed by an approximately \$1 billion construction project. CDPR would experience an adverse economic impact because of lost revenues during the summer at the closed recreation sites.

In response to public comments on the Draft EIS/EIR, the Partner Agencies are no longer planning to close any recreation facility during the peak recreation season (May through September). Facility entry kiosks staffed by CDPR personnel would remain open and CDPR would continue to collect revenue. During the non-peak season when use of the recreational facilities is low, visitors would still be able to use volunteer pay stations when they access open recreation sites. Because FLSRA would remain accessible throughout the year, frequent users would still purchase annual passes. Therefore, under the revised Preferred Alternative, there would not be a notable loss of revenues to CDPR. In the event of closures to recreation facilities due to uncontrollable circumstances, impacts to the local economy and CDPR would occur. Regional economic impacts would be minimal because visitors would still be able to recreate at other local recreation areas and open FLSRA facilities; therefore, they would likely spend money within the region. Also, the benefits of construction worker spending would continue to offset any losses in recreational expenditures.

CDPR would lose some revenues as a result of unexpected closures, but they would be substantially less than those described in Chapter 4 of the Draft EIS/EIR.

3.21 Impacts and Corresponding Mitigation Measures Eliminated in the Final EIS/EIR

Section 2.5 provides the listing of mitigation measures proposed to reduce impacts to less than significant levels. These are essentially the same mitigation measures proposed in the Draft EIS/EIR. As a result of the revisions to the project description, several mitigation measures proposed in the Draft EIS/EIR are no longer necessary and/or applicable, and have therefore been eliminated relative to this Final EIS/EIR. Table 3-3 presents a list of the mitigation measures that have not been carried into the Final EIS/EIR, and the reasons for their elimination.

Table 3-3 Mitigation Measures Eliminated since the Draft EIS/EIR		
Number in Draft EIS/EIR	Mitigation Measure	Reason for Elimination
Hydrology, Water Quality, and Groundwater		
HWQ-10	HWQ-10: Reclamation will monitor groundwater and surface water levels in wetlands downstream of MIAD and within the Mormon Island Wetland Preserve during dewatering of the MIAD foundation for excavation and replacement. If water levels decrease because of dewatering, the water obtained from dewatering will be tested and treated to meet surface water standards prior to being pumped back into the wetlands.	This mitigation measure is no longer applicable. Excavation and replacement of the MIAD foundation would not occur under the Preferred Alternative (revised Alternative 3), as described in Chapter 2 of this Final EIS/EIR.
Aquatic Resources		
AQINV-1c	AQINV-1c: On-site personnel will receive instruction (from Reclamation, Corps, or trained representative) regarding the potential presence of listed species and the importance of avoiding impacts.	This mitigation measure is redundant to mitigation measure BIO-4.
AQINV-1e	AQINV-1e: Effects caused by emergency retention of floodwaters will be minimized by conducting baseline surveys below the maximum potential surface elevation. Protocol surveys for vernal pool fairy shrimp and California vernal pool tadpole shrimp will be conducted by a USFWS-approved biologist at seasonal pools capable of supporting these vernal pool species. <ul style="list-style-type: none"> • If these vernal pool species are not found, no additional minimization measures will be required. • If vernal pool fairy shrimp and/or California vernal pool tadpole shrimp are found, sites supporting populations will be recorded. 	This mitigation measure is no longer necessary, as the Preferred Alternative (revised Alternative 3) would not increase the reservoir surface elevation (See Chapter 2 of this Final EIS/EIR for the current project description).

Table 3-3 Mitigation Measures Eliminated since the Draft EIS/EIR		
Number in Draft EIS/EIR	Mitigation Measure	Reason for Elimination
	<ul style="list-style-type: none"> Following a large hydrologic event that temporarily increases Folsom reservoir surface elevation above the normal operations maximum, affected pools supporting vernal pool fairy shrimp and/or vernal pool tadpole shrimp populations will be again surveyed by an approved biologist for presence/absence, and the responsible Federal agency will re-initiated consultation with the USFWS if necessary or appropriate. 	
Terrestrial Vegetation and Wildlife		
BIO-8	<p>BIO-8: In the event of emergency operations that increase the reservoir surface elevation of Folsom Reservoir above the normal OHWM, supplemental environmental compliance will be completed. It is anticipated that surveys would be completed after the event and post-inundation surveys would be compared to the most recent pre-inundation survey data available to assess impacts and compensatory mitigation. The responsible Federal agency would contact other federal, state, and local agencies to develop appropriate mitigation measures. These measures would be based on the extent and duration of the emergency inundation and survey data. Based on the results of these surveys, formal Section 7 consultation would be reinitiated by the responsible federal agency and consultation with CDFG would also be conducted.</p>	<p>This mitigation measure is no longer necessary, as the Preferred Alternative (revised Alternative 3) would not increase the reservoir surface elevation (See Chapter 2 of this Final EIS/EIR for the current project description).</p>
Visual Resources		
VIS-1	<p>To minimize the visual impact to less than significant level, move the processing facility at Browns Ravine southeast into the cove area.</p>	<p>The processing facility at Browns Ravine has been dropped from the Preferred Alternative.</p>
VIS-2	<p>To lessen the impacts directly in front of the Granite Bay beach area, reduce the size of the borrow area so that excavation</p>	<p>Borrow work at Granite Bay has been dropped from the Preferred Alternative.</p>

Table 3-3 Mitigation Measures Eliminated since the Draft EIS/EIR		
Number in Draft EIS/EIR	Mitigation Measure	Reason for Elimination
	would not occur in front of the beach area.	
Land Use, Planning, and Zoning		
LU-1	LU-1: If a raise feature is selected, the determination regarding structural solutions (i.e., flood damage reduction berms) and/or acquisition of real estate rights (easements or fee title) for any impacted non-federal parcel will be made on a case by case basis and will depend upon feasibility, cost, and acceptability to the landowner(s). Efforts will be made to design and construct flood damage reduction structures that will reduce or eliminate the need for building flood damage reduction berms and/or acquiring real estate rights (easements or fee title), including potential relocation of residents, on impacted non-federal parcels.	This mitigation measure is no longer necessary as the Preferred Alternative (revised Alternative 3) would not increase the reservoir surface elevation (See Chapter 2 of this Final EIS/EIR for the current project description).
LU-2	LU-2: The responsible agency will follow the procedures of local jurisdictions for zoning district changes, as needed to provide flood damage reduction measures.	This mitigation measure is no longer necessary as the Preferred Alternative (revised Alternative 3) would not increase the reservoir surface elevation (See Chapter 2 of this Final EIS/EIR for the current project description).
LU-3	LU-3: To lessen visual impacts of flood damage reduction berms and reduce potential conflict with local visual resource policies, a berm will be located on a parcel so as to conceal it in the viewshed, if practical, and/or construction materials will be used to make the berm less visually conspicuous.	This mitigation measure is no longer necessary as the Preferred Alternative (revised Alternative 3) would not increase the reservoir surface elevation (See Chapter 2 of this Final EIS/EIR for the current project description).
Public Services and Utilities		
PSU-7	PSU-7: Notification will be provided to the appropriate agencies if any additional utilities could be inundated as a result of the implementation of the Folsom DS/FDR.	This mitigation measure is no longer necessary as the Preferred Alternative (revised Alternative 3) would not increase the reservoir surface elevation (See Chapter 2 of this Final EIS/EIR for the current project description).

Chapter 4

Comments and Responses

4.1 Introduction

This chapter and associated appendix (Appendix A) contain responses to all comments received to the Folsom DS/FDR Draft EIS/EIR during the public comment period. The Folsom DS/FDR Draft EIS/EIR was released for public review on December 1, 2006. The Partner Agencies conducted two public hearings where verbal and written comments on the Draft EIS/EIR were accepted. All comments on the Folsom DS/FDR Draft EIS/EIR were due by January 22, 2007; however, at the Partner Agencies' initiative, the comment period was extended four additional days to January 26, 2007. All forms of written comments were accepted during the comment period, including e-mails, letters, and comment forms. Numerous telephone calls were also received during the comment period. NEPA and CEQA do not require responses to comments made through telephone calls; however, the telephone call comments were similar to many of the written comments received during the comment period.

This Chapter of the Final EIS/EIR provides the following information:

Section 4.2 summarizes the project background, describing the overall setting for why the project is necessary, and also explaining the technical and policy basis for many of the comment responses.

Section 4.3 provides responses to “topical comments”. Topical comments reflect recurrent or common issues raised by reviewers during the comment period.

Section 4.4 lists the entities that submitted written comments on the Draft EIS/EIR.

Section 4.5 describes the public hearing locations and comment process, and identifies individuals that provided verbal and/or written comments at the hearings.

Section 4.6 introduces the specific responses to comments submitted on the Draft EIS/EIR. Comments and their respective responses are provided in Appendix A of this document.

Section 4.7 describes the petition forms that were submitted on this project.

Section 4.8 presents the comments and responses received on the Corps' Project Authorization Change (PAC) Report.

4.2 Project Background

Folsom Dam is comprised of 12 impoundment facilities. These include the Main Concrete Dam, two adjacent wing dams, MIAD, and eight separate dikes. Evaluations of the operational flexibility and structure of the dam and associated facilities indicate that improvements are necessary to maintain dam safety and to improve flood damage protection benefits along the lower American River. Although there is potential for work on all 12 of the facilities, the major work proposed with potential recreation impacts is the construction of an Auxiliary Spillway to improve hydrologic control of extreme flooding events, modifications to the Right Wing Dam and Dikes 4, 5 and 6 to reduce seepage and piping concerns and construction of an overlay at MIAD due to seismic risk concerns.

Folsom Dam and Reservoir were constructed between 1948 and 1956. By law, the dam must be operationally and financially integrated with all other features of the CVP. The authorized project purposes are flood control, water supply, hydropower, water quality, navigation, and fish and wildlife. Recreation activities at Folsom Dam and Reservoir are allowed under the authority of the Central Valley Project Reauthorization Act dated August 30, 1935 and the Federal Water Project Recreation Act. However, recreation is not a primary purpose of Folsom Reservoir.

Reclamation administers project lands and the recreation program through a long-term agreement with CDPR. Under the terms of their long-term agreement with Reclamation, CDPR manages the full scope of lands and the recreation program on federally-owned lands at Folsom Dam and Reservoir, including resource management, fire protection, cultural resource protection, public health and safety, and law enforcement. Reclamation does not fund CDPR through appropriations. Instead, most land management activities are funded by CDPR through revenues generated by the recreation program.

43 CFR 429 prohibits Reclamation from granting easements for projects that impact Reclamation functions and programs (i.e., dam safety and reservoir operations). Therefore, in order for the proposed project to proceed on Reclamation managed land, the project proponent must fully mitigate impacts to Reclamation's land management, which includes resource management, fire protection, cultural resource protection, public health and safety, and law enforcement for Reclamation lands and recreation program.

Additionally, under the authority of the Safety of Dams Act as cited in the Draft EIS/EIR, under which Reclamation exercises its authority to make the proposed modifications under this EIS/EIR, Reclamation cannot provide additional recreation

or other benefits. The Corps and local sponsor(s) ability are also limited in scope and nature under its authorities relevant to recreation, which include but are not limited to:

- 1) Section 4, 1944 Flood Control Act (P.L. 78-534) as amended, Federal Water Project Recreation Act 1965 (P.L. 89-72) as amended;
- 2) Section 103(c)(4) and 103(e) Water Resources Development Act 1986 as amended; and
- 3) Reclamation Projects Authorization and Adjustments Act, Section 2804 (PL 102-575).

As public stewards of Federal interests and the property that the project is being undertaken, Reclamation, the Corps, DWR, and the local sponsors (Partner Agencies) acknowledge that the potential exists in the future to provide new beneficial recreational or other beneficial improvements which could be made to potential remnant temporary unimproved platforms, roads, and or trails following completion of the Folsom DS/FDR project construction. Such potential improvements are viewed at this time as being consistent with conceptual plans put forth in the Draft Folsom State Park Resource Management Plan and with other local recreation plans. These plans are conceptual in nature at this time. They are not funded and/or approved plans. As such, they are not considered an existing project future condition and are not required to be considered as offsetting mitigation for potential impacts. Future beneficial improvements may be undertaken by Reclamation under other applicable authorities and/or by the Corps, local sponsor(s) and/or other parties on approval by Reclamation, subject to future environmental, economic and other required analysis, but do not represent a commitment to provide such improvements as part of this EIS/EIR.

4.3 Topical Responses

Topical responses address those comments received during the formal comment period that were either frequent in nature, involved a common theme, or both.

4.3.1 Recreation Mitigation

The recreation impact analysis in the Draft EIS/EIR provided a very conservative (i.e., “worse-case”) assessment of closing recreation facilities for use as construction, contractor staging and processing sites. Many Draft EIS/EIR-related comments concerned the actual or perceived impacts of the project on recreation activities. Commenters were particularly concerned that all five alternatives presented in the Draft EIS/EIR assumed that Folsom Point could be closed for an extended period of time during construction. Various alternatives also assumed potential impacts at Beal’s Point and Granite Bay recreation areas. A large number of comments

pertained to the loss of convenience to recreational opportunities, including hiking, boating, swimming, picnicking, biking, and nature watching. In order to reduce impacts, many commenters suggested the use of alternative sites for the contractor's main staging area or the construction of temporary facilities such as boat launches.

Folsom Point was considered in the Draft EIS/EIR as one of the potential staging areas because it is the only currently relatively flat, large area centrally located between the spillway site and MIAD that could serve as a staging point for contractor office use, parking of equipment, and storage of supplies and materials. All other locations would require greater construction effort, impact a greater area to wildlife habitat, and possibly require filling of the reservoir's shoreline.

Reclamation has evaluated a number of potential alternative staging locations in lieu of staging at Folsom Point. These include locations within and outside of federal property. The possibility of staging at areas outside of federal property was eliminated due to security and safety considerations. The large number of vehicles and trucks required for this project will need to be contained on federal land and not be crossing public streets. This will particularly preclude staging west of the dam along Auburn-Folsom Road because access to the east side of the dam would involve use of city roads.

Alternative staging sites within federal property include staging below the LWD along the alignment of the Auxiliary Spillway, at the Overlook parking lot, staging along the closed Folsom Dam Road, construction of staging near Dikes 7 and 8, construction of staging west of Folsom Point, and construction of staging north of Green Valley Road. The Overlook parking lot could be used for staging at least initially while project mobilization and road construction is started, but the area is too small to stage the number of equipment vehicles anticipated for the project. Staging near Dikes 7 and 8, and Folsom Point would require placement of fill within the reservoir. Staging near Green Valley Road would be temporary because the area would end up as a disposal site for excess excavated material. Staging along the closed portion of Folsom Dam Road is not possible due to limited area available and interference with construction of the new Folsom Dam Bridge.

Since the issuance of the Draft EIS/EIR, project details have been refined (See Section 2.2), including identification of the most likely staging, processing, and haul road locations under Alternative 3. As a result of the refinement of the project details, there will be nearly continuous public access to recreation areas throughout the construction period through the use of traffic control measures and/or grade separated vehicular and/or pedestrian crossings and/or temporary alternate public access detours. Exceptions could include temporary closure incidental to completing construction of the grade separation itself or other access measures or to meet unforeseen project circumstances. In such cases, temporary closures would be accomplished during off-peak days or off-season to minimize impacts on recreation

activities. Reclamation's Central California Area Office will notify local agencies and the general public and accept input in advance of any possible extended closure(s) that may be necessary due to unforeseen project circumstances.

Any recreation facility impacted by construction will be repaired or replaced, in kind, to its existing function following disturbance during construction. As public stewards of the Federal interests and property which the project is being undertaken, The Partner Agencies acknowledge the potential exists in the future to provide new beneficial recreational or other beneficial improvements which could be made to potential remnant unimproved platforms following completion of project construction as an incidental benefit.

The potential improvements are viewed at this time as being consistent with conceptual plans put forth in the Draft Folsom Lake State Park Resource Management Plan and with other local recreation plans. These plans are conceptual in nature at this time and are not funded and/or approved plans and thus not considered an existing project future condition and thus are not required to be considered as offsetting mitigation for potential impacts. Future beneficial improvements may be undertaken by Reclamation under applicable authorities and/or by other parties on approval by Reclamation, subject to future environmental, economic and other required analysis but do not represent a commitment to provide such improvements as part of this EIS/EIR. The Partner Agencies are committed to promoting these opportunities in partnership with other agencies and the public.

The measures proposed by the Partner Agencies for reducing construction impacts to recreation to a level less than significant are discussed in detail in Section 4.3.1.1 below.

4.3.1.1 General Recreation Mitigation Strategy

The primary federal objective is to expedite completion of projects that provide greater than 1/200 year flood protection and address critical dam safety requirements at Folsom Dam and Reservoir. Public health and safety are therefore paramount. Within this context and to the extent practicable, the Partner Agencies would schedule and manage construction activities to avoid impacts on recreation activities on and around Folsom Lake. There would be no significant impacts at Granite Bay, Rattlesnake Bar, the Peninsula Campground, Doton's Point, Beeks Bight, or Browns Ravine. There would be some unavoidable, though largely incidental impacts to recreation activities at Folsom Point, Beal's Point and trails at MIAD, Dikes 4, 5, 6, and the RWD. As a general principle, construction plans would not assume any extended closures to either Folsom Point or Beal's Point. In order to meet project objectives, however, the Partner Agencies must necessarily retain the option for extended closures in the event of unforeseen project circumstances.

Regarding recreation site access, the Partner Agencies would evaluate and implement reasonable alternatives to reconfigure entrance roads as necessary at

Folsom Point and/or Beal's Point to allow concurrent construction traffic and public access. Cross traffic from haul routes and other construction activities would be managed through the use of traffic control measures and/or grade separated vehicular and/or pedestrian crossings and/or temporary alternate public access detours. Access to Folsom Point and Beal's Point may be closed temporarily in order to construct grade separation and other access project features.

Impacts to formal, existing access roads, bike paths and/or pedestrian trails would be minimized by constructing or identifying temporary, in-kind roads, bike paths and/or pedestrian trail detours in conjunction with public safety and traffic control measures. Access to and use of such roads and trails may be interrupted in order to construct detours or in-kind facilities themselves.

In addition to access, the Partner Agencies have adopted other substantive measures to preserve the quality of the recreation experience as much as possible.

Improvements to the project since the Draft EIS/EIR include:

1. Batching and materials processing operations would be consolidated within the Folsom Industrial Area, at the Observation Point and the adjacent area below the LWD. This greatly diminishes the potential for noise, dust and other impacts within the main recreation areas. The one exception is Beal's Point where, in order to reduce impacts elsewhere, the Partner Agencies must preserve the opportunity for materials processing at the area adjacent to the RWD or north of Dike 6.
2. Staging areas at Beal's Point and Folsom Point have been adjusted. New staging areas will be constructed adjacent to the Beal's Point recreation area on constructed platforms at a safe distance from primary recreational activities. In the Draft EIS/EIR, existing facilities, primarily paved parking facilities, were identified as potential staging areas. To the extent practicable, existing recreation capacity would be fully maintained by relocating staging areas to adjacent areas which would not adversely impact the public's ability to use these existing facilities. Staging requirements which cannot be practically avoided and result in impacts to recreational facilities during the peak recreating season would be mitigated by providing alternative access to the facilities and trails during the work week and maintaining full access capacity on holidays and weekends.
3. The primary borrow source for the project would be material excavated from the Auxiliary Spillway and the new Folsom Dam Bridge. This diminishes traffic and other construction impacts at most recreation areas. The Partner Agencies must preserve the option to excavate from a site north and adjacent to Beal's Point. Borrow from these sites may be necessary for material quality or quantity, or to avoid other significant impacts.

Project construction scheduling will be sequenced to minimize recreation impacts with an emphasis on avoidance and conducting recreation disturbing activities during the off-season from mid-September to May. Construction activities would occur at various locations over the period of the project in a phased approach. Phases are expected to be in 1- to 3-year increments with periods of inactivity ranging from 6 months to 2 years. The duration of any single phase of work in the vicinity of any single recreational facility is not expected to exceed 3 years. By the above actions, impacts incurred are further reduced to less than significant as recreational facilities would not be impacted continuously for extended periods of time.

Every effort has been made to avoid impacts to recreation; however, it is possible that unforeseen project circumstances may occasionally require more extended closures of various recreation facilities. Such closures may be necessary to regain time lost as a result of flood events or extended periods of inclement weather, substantive changes in materials assumptions or calculations, major public safety issues, infeasibility, and the like. Reclamation's Central California Area Office will notify local agencies and the general public and accept input prior to initiating more extended delays.

By the above general actions, and those specifically listed in this Final EIS/EIR below, impacts to recreation would be reduced to less than significant as nearly continuous existing or equivalent access capacity would be maintained to recreational facilities during the peak recreation season of approximately May to mid-September. The following text provides the Partner Agencies' general response to the issues raised regarding construction impacts to FLSRA recreation facilities.

4.3.1.2 Construction Relationship to Recreational Facilities

Construction of the Auxiliary Spillway would involve the excavation of up to 3.5 million cubic yards of earthen material and the transportation of this material to various temporary and/or permanent stockpile locations. Principle material distribution has been assumed to be off road haul trucks; however, through continued engineering analysis, the Partner Agencies continue to evaluate equipment size and other conveyance methods to reduce impacts, including recreation.

Movement of excavated material would involve a significant number of haul truck round trips. To keep this amount of truck traffic off of city streets, a haul road would be located on federal property between the maximum high (480.5 ft) and normal operational water levels (425.0 to 466.0 ft) of the reservoir. The haul road would be approximately 40-ft wide. The haul route would be designed and maintained to minimize noise and fugitive dust emissions.

To the extent practicable, the Partner Agencies would use existing topography and stockpiled materials to reduce noise along haul routes and control fugitive dust emissions by use of combinations of water, dust control surfactants, and gravel or

similar pavements. Public safety would be maintained via fencing or other similar measures.

Currently, this volume of material equates to an estimated 120,000 haul truck round trips for the excavation and stockpile sites. Over the expected term of the excavation, this equates to a truck trip approximately every fifteen minutes to the various stockpile locations. Duration and intensity will vary over time, but noise and dust impacts would be maintained at or below regulatory limits, based on best management practices and mitigation measures outlined in Section 2.5 of this document.

A soil overlay at MIAD would use 1.5 to 2 million cubic yards of the material excavated from the spillway site. This material would be placed at the D1/D2 staging sites near MIAD for temporary stockpiling prior to construction. Any excess material would be permanently stockpiled at locations identified in Chapter 2 of the Final EIS/EIR.

Folsom Point

In order to minimize traffic and other impacts on local arteries, the Draft EIS/EIR has proposed a haul route located entirely on Federal property. This haul route intersects the entrance road to Folsom Point. The Draft EIS/EIR originally proposed that Folsom Point be designated as a major staging area because of its optimal location as the only currently relatively flat, large area centrally located between the spillway site and MIAD. Because of the impact of construction traffic on the entrance road, combined with use of Folsom Point as a major staging area, the Draft EIS/EIR made a preliminary assumption that Folsom Point would not be available for recreation use for most of the construction period.

The Partner Agencies received numerous comments from members of the public regarding a potential closure of Folsom Point. In response to these public comments, the Final EIS/EIR includes measures that provide the public with nearly continuous access to Folsom Point throughout the construction period as outlined below.

Impacts to recreation access at Folsom Point would be reduced in accordance with the general recreation mitigation strategy outlined in Section 4.3.1.1 above. The public access entrances at all impacted recreation facilities including Folsom Point would be reconfigured, to the extent practical, to allow concurrent construction activity and continued public access. Access would be maintained with minimal disruption through the implementation of traffic control measures and/or grade separated vehicular and/or pedestrian crossings and/or temporary alternate public access detours. The Partner Agencies would place emphasis and priority on maintaining full recreation access at Folsom Point throughout the construction period. However, the project may require unavoidable impacts to Folsom Point and Beal's Point due to unavoidable construction impacts.

Limitations and exceptions include temporary or extended closures would be to protect public safety and health, complete recreation accommodation measures, or responses to unforeseen project circumstances. Reclamation's Central California Area Office would notify local agencies and the general public and accept input in advance of proposed temporary or extended closure(s) of Folsom Point. As a result of the measures outlined in this document, the public would be able to access Folsom Point throughout the year using one of the multiple existing access points or alternate new access points and would be fully informed of recreation impacting activities.

In the unlikely event that construction related impacts cannot be reasonably avoided to recreational facilities, they would be mitigated by providing alternative access to facilities and trails. Access closures, when necessary to protect public safety, would be limited in duration to normal work hours, with no closure on weekends or holidays. Construction impacts to other facilities such as existing access roads, bike paths, trails, picnic areas, etc. would be minimized through providing alternative access and rerouting of trails where possible. Access and rerouting of trails could be temporarily limited for public safety, traffic control, and security concerns.

Because other adjacent facilities would remain open and accessible, such as Browns Ravine, Beal's Point, and Granite Bay, the public would still have access to Folsom Reservoir for boating, hiking, and picnicking. Existing recreation facilities and improvements would not be significantly impacted and incidental damage would be repaired or replaced in-kind. No new recreational facilities or improvements would be constructed under this action outside incidental reuse of facilities following construction.

To maintain public access during the hauling of material to the MIAD stockpile sites, Reclamation would construct either a grade separation, a traffic control measure such as a stop light, and/or new access route/detour where the new construction haul road and the existing Folsom Point entrance road merge to allow continued safe public access. Contractor staging areas would not be located on existing improved parking facilities. Any staging previously identified at Folsom Point would be relocated on undeveloped federal property adjacent to the entranceway, at the D1/D2 location, so as not to close the boat ramp or limit boat parking capacity at Folsom Point. No processing of earthen material would occur at Folsom Point.

Folsom Point has also been identified as a temporary and/or permanent stockpile site. Material may be stockpiled around the southeast tip of Folsom Point towards the right abutment groin of MIAD extending into the reservoir. Upon completion of construction activities this area would be reseeded. Permanent stockpiles and haul roads no longer in use would be graded and reseeded. Additionally, stockpiles, staging platforms, and haul roads no longer in use may be regraded to provide additional unimproved terrestrial recreation areas, trails and/or boat ramps. No new recreational improvements would be made outside of grading and contouring.

The above actions would allow Folsom Point to remain open nearly continuously throughout the construction period, and maintain the current experience enjoyed with minimal impacts. However, there could be times that Folsom Point would be closed temporarily to accommodate road construction/maintenance, construction of recreation accommodation measures and/or to insure public safety. As indicated in Section 4.3.1.1, the Partner Agencies must preserve the option to close the facilities for more extended period of time in response to unforeseen project circumstances. Should that be necessary, Reclamation's Central California Area Office will notify local agencies and the general public and accept input prior to initiating the closure.

Based upon the above measures, which have been added in conjunction with the revised Preferred Alternative, the potential impacts associated with loss of recreational use at Folsom Point would be substantially reduced compared to those identified in the Draft EIS/EIR. With these new measures and the mitigation measures presented in Section 2.5 of the Final EIS/EIR, the potential impacts associated with loss of recreational use at Folsom Point would be reduced to a level less than significant.

Beal's Point

The Draft EIS/EIR assumed the primary entry for construction at the Right Wing Dam and Dikes 4, 5 and 6 would be the main access to Beal's Point. Construction traffic from the RWD and Dikes would need to cross the public access route.

In order to minimize traffic and other impacts on local arteries, the Draft EIS/EIR proposed a northern haul route located entirely on Federal property. This haul route would intersect the entrance road to Beal's Point. The Draft EIS/EIR further proposed that Beal's Point be designated as a major staging area because of its optimal location as the only currently relatively flat, large area centrally located on the north shore of the reservoir. Because of the impact of construction traffic on the entrance road, combined with use of Folsom Point as a major staging area, the Draft EIS/EIR made a preliminary assumption that Beal's Point would also periodically not be available for recreation use for a short portion of the construction period.

The Partner Agencies received numerous comments from members of the public regarding a potential closure of Beal's Point. Recognizing the public may have similar concerns but did not substantially comment in regards to Beal's Point specifically, in response to these public comments, the Final EIS/EIR includes measures that ensure the public would have nearly continuous access to Beal's Point or at readily available equivalent access points to the reservoir, throughout the construction period as outlined below.

Impacts to recreational access to Beal's Point would be reduced in accordance with the general recreation mitigation strategy outlined in Section 4.3.1.1 above. The public access entrances at Beal's Point would be reconfigured, to the extent practical,

to allow concurrent construction activity and continued public access. Access would be maintained with minimal disruption via traffic control measures and/or grade separated vehicular and/or pedestrian crossings and/or temporary alternate public access detours. The Partner Agencies would place emphasis and priority on maintaining full recreation access at Beal's Point. However, the project may incur unavoidable impacts to the loss of convenience (but not opportunity) to recreational opportunities, including hiking, boating, swimming, picnicking, biking, and nature watching as defined by certain limitations and exceptions.

Limitations and exceptions include temporary or extended closure to protect public safety and health, complete recreation accommodation measures, or respond to unforeseen project circumstances. In that event, Reclamation's Central California Area Office would notify local agencies and the general public and accept input in advance of extended closure(s). Therefore, by the measures outlined in this document, the public would be able to access Beal's Point throughout the year using one of the multiple existing access points or alternate new access points and be fully informed of recreation impacting activities.

In the unlikely event construction related impacts could not be practically avoided to recreational facilities, they would be mitigated by providing alternative access to the facilities and trails during the work week and by maintaining full access capacity on holidays and weekends. Access closures, when necessary to protect public safety, would be limited in duration to normal work hours, with no closure on weekends and on holidays. Construction impacts to existing access roads, bike paths, trails and picnic areas would be minimized by providing alternative access and rerouting of trails where possible. Access and rerouting of trails may be temporarily limited by public safety, traffic control, and security concerns at times.

Because other adjacent facilities would remain open and accessible, such as Granite Bay, Rattlesnake Bar, Folsom Point and Browns Ravine, the public would have continuous access to Folsom Reservoir for boating, hiking, and picnicking should a temporary closure be required. Existing recreation facilities and improvements would not be significantly impacted and incidental damage would be repaired or replaced in-kind. No new recreational facilities improvements would be constructed under this action outside incidental reuse of facilities following construction.

Beal's Point has been identified as a possible contractor staging area and fill material may be used to create staging platforms above elevation 466.0 feet to maintain existing parking capacity. Contractor staging areas would not be located on existing improved parking facilities during peak season. Equipment staging would not include noise intensive rock crushing or concrete batching equipment and would be limited to contractor accommodations, equipment and materials storage and low noise intensity material screening operations.

Upon completion of construction activities this area would be reseeded. Temporary stockpiles and haul roads no longer in use would be graded and reseeded with similar vegetation. Additionally, stockpiles, staging platforms, and haul roads no longer in use may be regraded to provide additional unimproved terrestrial recreation areas, trails and/or boat ramps. No new recreational improvements would be made outside of grading and contouring.

The above actions would allow Beal's Point to remain open to the public through most of the construction period. However, there would be times that Beal's Point could be closed to accommodate road construction/maintenance, construction of recreation accommodation measures and/or to insure public safety. To the extent possible, these activities would be done during off-peak days or off-season for recreation.

Granite Bay

No use or closure of the Granite Bay recreation site is planned by the Partner Agencies under the revised Folsom DS/FDR Preferred Alternative actions.

Recreation Trails

A number of recreation trails cross or are immediately adjacent to the areas planned for construction work. The Draft EIS/EIR assumes some access roads, haul roads, and trails may be temporarily closed to public access, or rerouted to accommodate construction or until construction itself is completed. Although the Draft EIS/EIR also assumes that foot and bicycle traffic would be allowed on most trails, or alternate routes around Beal's Point and north to Granite Bay, trails on or around Dikes 7 and 8, Folsom Point, and MIAD could be closed for longer periods.

In response to public comment, the Final EIS/EIR adopts measures to reduce trail closures. The Partner Agencies would provide alternative trail and trail access when possible, depending on proximity to construction and public safety concerns. The management, closure, and rerouting of trails would be discussed in a Recreation Facilities Management Plan that the Partner Agencies would develop and provide to CDPR. The Partner Agencies would also post and provide public notices of all intents to close or reroute trails and trail accesses.

4.3.2 Public Involvement

NEPA requires that all Federal agencies disclose and consider the environmental implications of their proposed actions. The President's Council on Environmental Quality (CEQ) has procedures and guidelines that Federal agencies must follow to implement NEPA. CEQ regulations include specific provisions for public involvement. Additionally, CEQA also includes specific provisions for public involvement. Numerous comments on the Draft EIS/EIR included concerns about public involvement. These concerns included claims of late/inadequate notification

of the proposed project environmental document preparation, late/inadequate notification of the public hearings, requests for additional meetings, and insufficient presentation materials and public hearing format. Reclamation and the Corps have complied with the applicable requirements for NEPA and the Partner Agencies have complied with CEQA relative to public involvement, as discussed in detail below. Table 4-1 provides an overview of public involvement for the Folsom DS/FDR project.

The environmental review processes established by the NEPA and CEQ Regulations, and by CEQA and the CEQA Guidelines, provide multiple opportunities for public participation. Scoping, public notice and public review of NEPA/CEQA documents, public hearings, and requiring lead agencies to respond to public comments in Final EIS/EIRs serve to encourage, promote, and support public engagement. Reclamation and Partner Agencies undertook appropriate steps and measures to fully comply with the requirements of NEPA and CEQA, as well as agency-specific requirements, to involve the public throughout the Folsom DS/FDR environmental review process.

Consistent with NEPA guidance, CEQ regulations, and Reclamation requirements on public notification, Reclamation and Partner Agencies have published multiple notices in the Federal Register associated with the Folsom DS/FDR environmental review process. A Notice of Intent (NOI) to prepare an environmental impact statement, and announce two public scoping meetings, was published in the Federal Register on October 6, 2005. A Federal Register notice of change to public scoping meeting dates and locations was published on December 2, 2005, and a notice announcing a third scoping meeting, with the addition of the Partner Agencies, was published in the Federal Register on December 14, 2005.

As integral components of the NEPA/CEQA process, public scoping meetings and public hearings were held to provide information and encourage public participation and input on alternatives, concerns, and issues to be addressed in the Folsom DS/FDR EIS/EIR. Opportunities for public involvement in the development and review of the EIS/EIR have complied with NEPA/CEQA and agency guidance and have been advertised through a variety of different channels.

**Table 4-1
Public Involvement for the Folsom Dam Safety and Flood Damage Reduction Project**

Activity	Date	Published In:
Notice of Intent (NOI)/Notice of Preparation (NOP)		
Notice of Intent (NOI) to Prepare an Environmental Impact Statement and to hold Public Scoping Meetings published in the Federal Register.	October 6, 2005	Federal Register
Notice of Preparation (NOP) to prepare an Environmental Impact Report was filed at the State Clearinghouse.	February 17, 2006	State Clearinghouse
Public Scoping Meetings		
Register Notices/Press Releases announcing Scoping Meetings mailed to 2,800 surface mail addresses and media.	November 29, 2005 and December 1, 2005	2,800 Surface mail addresses and media
Notices mailed to 180 newspaper and other media outlets, public entities, governmental and non-governmental organizations, tribes, and other interested parties.	November 29, 2005 and December 1, 2005	Sacramento Bee, Roseville and Granite Bay Press-Tribune, Folsom and El Dorado Hills Telegraph
Press release announcing Public Scoping meetings on Reclamation's Website.	December 1, 2005	Reclamation website
Notice of change to Public Scoping Meeting dates and locations published in the Federal Register.	December 2, 2005	Federal Register
Public Scoping Meeting held at Granite Bay Activity Center.	December 12, 2005	See Above
Public Scoping Meeting held at Folsom Community Center.	December 14, 2005	See Above
Notice announcing a third Public Scoping Meeting with the addition of Partner Agencies was published in the Federal Register.	December 14, 2005	Federal Register
Public Scoping Meeting held at Sacramento County Administration Center.	December 15, 2005	See Above
Release of the Draft EIS/EIR and Notice of Availability (NOA)		
NOA announcing the availability and means to obtain the Draft EIS/EIR, the public review and comment period for the document, and upcoming public hearings was published in the Federal Register.	November 28, 2006	Federal Register
Press releases announcing availability and means to obtain the Draft EIS/EIR, 53-day comment period, and public hearings were mailed to 2,800 surface mail addresses and e-mailed to media.	December 1, 2006	2,800 surface mail addresses and media

Table 4-1
Public Involvement for the Folsom Dam Safety and Flood Damage Reduction Project

Press release announcing release of Draft EIS/EIR appeared in the Sacramento Bee.	December 1, 2006	Sacramento Bee
Notice e-mailed to 180 Sacramento area newspaper and other media outlets, public entities, governmental and non-governmental organizations, tribes, and other interested parties.	December 1, 2006	E-mail to 180 media outlets and interested parties.
Draft EIS/EIR released to public for review and posted on Reclamation's website.	December 1, 2006	Reclamation website
NOA announcing the availability and means to obtain the Draft EIS/EIR, the public review and comment period for the document, and upcoming public hearings was published in the State Clearinghouse.	December 4, 2006	State Clearinghouse
News article announcing release of Draft EIS/EIR and public hearings appeared in Folsom Telegraph.	January 2, 2006	Folsom Telegraph
Public Hearings		
News article announcing both public hearings ran in Sacramento Bee.	December 1, 2006	Sacramento Bee
Press release announcing public hearings mailed to 1,600 surface mail addresses and emailed to 180 interested parties and media.	December 21, 2006	1,600 surface mail addresses and media
Corps sends mailer to 1,600 surface mail addresses to announce public hearings.	December 21, 2006	1,600 surface mail addresses
Press release announcing the public hearings on Reclamation's website.	December 21, 2006	Reclamation website
Print ad announcing public hearings ran in Sacramento Bee.	January 5, 2007	Sacramento Bee
Print ad announcing public hearings ran in Roseville and Granite Bay Press-Tribune.	January 6, 2007	Roseville and Granite Bay Press-Tribune
News article announcing public hearings appeared in Folsom Telegraph.	January 9, 2006	Folsom Telegraph
Public Hearing held at Sacramento Library Galleria.	January 9, 2007	See Above
Print ad announcing public hearings ran in Folsom and El Dorado Hills Telegraph.	January 10, 2007	Folsom and El Dorado Hills Telegraph
Article announcing public hearings in El Dorado Hills Telegraph.	January 10, 2007	El Dorado Hills Telegraph
Public Hearing held at Folsom Community Center.	January 10, 2007	See Above
Comment Period on Draft EIS/EIR		
Comment period extended by four days to January 26, 2007.	January 19, 2007	See Below
Press releases sent out to media to announce extension of comment period.	January 19, 2007	Media
Press release on Reclamation's website announcing extension of comment period.	January 19, 2007	Reclamation website

Table 4-1		
Public Involvement for the Folsom Dam Safety and Flood Damage Reduction Project		
News article announcing extension of comment period appeared in the Sacramento Bee.	January 21, 2006	Sacramento Bee
News article announcing extension of comment period appeared in the Folsom Telegraph.	January 24, 2006	Folsom Telegraph
Close of comment period.	January 26, 2007	See Above
Additional Information Meetings		
Press release mailed to media outlets announcing additional information meetings.	February 14, 2007	Media
Press release announcing additional information meetings on Reclamation's website.	February 14, 2007	Reclamation website
News article announcing additional information meeting in Sacramento Bee.	February 16, 2007	Sacramento Bee
News article announcing additional information meeting in Folsom Telegraph.	February 16, 2007	Folsom Telegraph
News article announcing additional information meeting in Folsom Telegraph.	February 20, 2007	Folsom Telegraph
Information meeting held at Folsom Community Center.	February 20, 2007	See Above
Final EIS/EIR		
Final EIS/EIR released to public.	March 30, 2007	
Record of Decision (ROD)		
Dam Safety ROD released to public.	May, 2007	
JFP ROD released to public.	May, 2007	
Flood Damage Reduction ROD released to public.	Will be determined at a later date.	

Three public scoping meetings were held in the project impact area, which provided the public an opportunity to review informational displays about proposed Folsom DS/FDR Draft EIS/EIR alternatives and ask questions as well as provide written and/or oral comments on alternatives development and significant issues related to the proposed action. These scoping meetings were held on December 12, 2005, at the Granite Bay Activity Center, December 14, 2005, at the Folsom Community Center, and December 15, 2005, at the Sacramento County Administration Center. Representatives from Reclamation, the Corps, SAFCA, and DWR were in attendance to answer questions and explain the proposed modifications to the Folsom Facilities. In addition to the Federal Register notices, press releases announcing the scoping meetings were mailed on November 29 and December 1, 2005 to over 2,800 surface mail addresses and 180 newspaper and other media outlets, public entities, governmental and non-governmental organizations, tribes, and other interested parties.

Consistent with CEQA guidance to facilitate intergovernmental coordination and enhance public participation, a Notice of Preparation (NOP) to prepare an EIR was filed with the State Clearinghouse on February 17, 2006.

Almost a year after the scoping meetings, the Folsom DS/FDR Draft EIS/EIR was released for public review and comment on December 1, 2006. Per NEPA and CEQA direction, a Notice of Availability (NOA) announcing the availability and means to obtain the Draft EIS/EIR, the proposed project description and location, impacts of project construction, public review and comment period for the document, and upcoming public hearings, was published in the Federal Register on November 28, 2006. A Notice of Completion of a Draft EIR was filed with the State Clearinghouse on December 1, 2006. The State's NOA of the Draft EIS/EIR was published in the Sacramento Bee on December 4, 2006. Press releases announcing the availability and means to obtain the Draft EIS/EIR, the project description and location, alternatives development and procedures, 53-day public review and comment period for the document, and upcoming public hearings, were mailed on December 1, 2006 to over 2,800 surface mail addresses as well as e-mailed to 180 Sacramento area newspaper and other media outlets, public entities, governmental and non-governmental organizations, tribes, and other interested parties.

Beginning December 1, 2006, copies of the Folsom DS/FDR Draft EIS/EIR were couriered or mailed to any individual or organization requesting them. In addition to four local public libraries and three agency libraries, the document is also available on Reclamation's NEPA website and the Corps' website. Several members of the public reported having difficulty accessing the document on the website. When such messages were received, Reclamation offered to mail copies of the document, if agreeable and convenient for the recipient. With each report of website malfunction, Reclamation checked and ensured that the website was functioning properly; any

reported malfunctions appear to have been temporary and/or perhaps related to high internet traffic on the website.

Two public hearings provided the public an opportunity to ask questions, review informational displays about the project and EIS/EIR alternatives, and provide written and/or oral comments on the Folsom DS/FDR Draft EIS/EIR. To further enhance public participation, the public hearings were held near the project site rather than agency headquarters and scheduled in accordance with Reclamation guidance allowing interested individuals and organizations an opportunity to review the document for at least 15 days but conducting the hearings at least 10 days prior to the closure of the public comment period on January 22, 2007. The hearings were held on January 9, 2007 at the Sacramento Library Galleria and January 10, 2007 at the Folsom Community Center. A court reporter and Hearing Officer were present at both meetings to record oral comments. Representatives from Reclamation, the Corps, SAFCA, and DWR were also in attendance to assist the public in providing comments, answer any questions, and explain the modifications being proposed to the Folsom Facilities in the action alternatives.

With growing interest in the Folsom DS/FDR project, the public hearings received wider local attention by the public and media. Press releases on the public hearings were mailed on December 21, 2006 to over 1,600 surface mail addresses and e-mailed to over 180 representatives for public entities, governmental and non-governmental organizations, tribes, and other interested parties as well as media outlets, including 105 radio and television stations and newspapers in Sacramento, the Bay Area, and northern California. Note that the surface mail address list used for the announcement of the public release of the Draft EIS/EIR generated numerous returns; an updated and corrected list was used for the public hearings announcement and the project mailing list continues to be updated and corrected as such information is received. A display ad publicizing the hearings ran in the Sacramento Bee on January 5, 2007, the Roseville and Granite Bay Press-Tribune on January 6, 2007 and the Folsom and El Dorado Hills Telegraph on January 10, 2007. The advertisement included information on the project, the hearing locations and times, and information on obtaining the Draft EIS/EIR. Contact information for providing written comments and the comment due date were also included.

In response to requests for an extension, the 53-day public comment period on the Folsom DS/FDR Draft EIS/EIR was extended by an additional four days to January 26, 2007. Press releases announcing the extension were sent on January 19, 2007 to over 1,600 surface mail addresses and e-mailed to over 180 representatives for public entities, governmental and non-governmental organizations, tribes, and other interested parties as well as media outlets, including 105 radio and television stations and newspapers in Sacramento, the Bay Area, and northern California. Approximately 350 unique comments were received on the Draft EIS/EIR from individuals and organizations (not including the public-generated comment forms).

Some reviewers repeated their comments in multiple formats. A total of 427 written comment forms, letters and e-mail messages, including 23 oral comments transcribed from the public hearings, 440 public-generated comment forms submitted as one package, and petitions with 1,085 signatures were received on the Draft EIS/EIR. Reclamation and Partner Agencies have read and responded to these comments in this Final EIS/EIR, and the Preferred Alternative has changed in response to these comments.

In addition to press releases, print advertisements, and Federal Register notices about the availability of the Folsom DS/FDR Draft EIS/EIR and the public involvement process, over 50 news stories on the project and/or Folsom Dam have been published since October 2005 in local media outlets including the “Sacramento Bee”, “Folsom Telegraph”, “El Dorado Hills Telegraph”, “Yuba Net”, “Rocklin and Roseville Today”, “Auburn Journal”, Channel 10 KXTV, Channel 40 KTXL, and Channel 3 KCRA. Moreover, each of the Partner Agencies maintains project-related websites and/or newsletters plus Reclamation’s NEPA website for obtaining the EIS/EIR.

At the request of the City of Folsom, the Partner Agencies met with congressional representatives, the City of Folsom, and other local entities on January 18, 2007 to review the project and comments on the Draft EIS/EIR. The Partner Agencies inaugurated planned neighbor-to-neighbor information meetings at the Folsom Community Center on February 20, 2007. Approximately 80 agency and local community members attended this initial meeting.

This Folsom DS/FDR Final EIS/EIR was publicly released on March 30, 2007. Copies of the document were mailed to individuals and organizations requesting a copy, or who previously requested and/or commented on the Draft EIS/EIR, and for whom Reclamation has a current surface mailing address on file. The public will have an opportunity to review the responses to comments on the Draft EIS/EIR, and revisions to the Preferred Alternative, during the 30-day review period for this Folsom DS/FDR Final EIS/EIR. A NOA announcing the public release of the Final EIS/EIR was published in the Federal Register, coinciding with the public distribution of the document. Press releases announcing the public release of the Final EIS/EIR were sent to surface mail addresses, other interested parties, and media outlets as described above. In addition, with CDPR’s permission and at public request, press releases were also posted in high visitor use areas in the FLSRA.

Coinciding with the release of the Final EIS/EIR, the Partner Agencies are continuing their planned series of community neighbor-to-neighbor meetings to discuss activities planned as part of implementing the Folsom DS/FDR actions. Additionally, the Partner Agencies will continue to coordinate with the City of Folsom on project activities.

Reclamation and Partner Agencies are responsive and committed to continuing the dialog with the public and neighboring communities throughout Folsom DS/FDR project development and construction. To promote communication about the project and enhance awareness of the flood damage reduction and dam safety improvements to Folsom Dam and Reservoir, a series of additional information meetings and discussions are planned for surrounding communities, with the first one held on February 20, 2007 at the Folsom Community Center. A press release announcing the meeting was e-mailed on February 14, 2007 to over 180 representatives for public entities, governmental and non-governmental organizations, tribes, and other interested parties as well as media outlets, including 105 radio and television stations and newspapers in Sacramento, the Bay Area, and northern California. Channel 3 announced the meeting on the February 20 morning news show. Future press releases will announce forthcoming meetings.

In early May 2007, Reclamation and the Corps are planning to issue a joint ROD on the JFP features of the Folsom DS/FDR EIS/EIR; Reclamation is also planning to issue a ROD on the Dam Safety and Security project features. The Corps also intends to issue a ROD on its separate flood damage reduction features, although that date has not been established at this time.

As summarized in the above discussion, Reclamation and Partner Agencies have complied with, and, in fact, gone well beyond, public notification requirements in efforts to engage the public in the Folsom DS/FDR environmental review process. Public involvement in the EIS/EIR review process is just the beginning of an ongoing dialog between the Partner Agencies and local communities about the Folsom DS/FDR project and interested citizens are assured of additional opportunities for public participation as the project proceeds to, and throughout, construction.

4.3.3 Socioeconomics

The Draft EIS/EIR provided an economic analysis of impacts to CDPR and the local economy as a result from the closure of recreational facilities. The very conservative (i.e., worse-case) analysis predicted an economic loss to CDPR, but demonstrated little to no net adverse impact to the local economy as a result of the infusion of construction dollars into the economy. The Draft EIS/EIR analysis assumed recreation facility closures, which are not currently planned in this Final EIS/EIR.

The potential economic impacts from the construction of the Folsom DS/FDR actions could occur from the loss of expenditures in the regional economy because of interruptions of recreational sales at or near Folsom recreation facilities. The analysis assumed that people who visit Folsom Reservoir spend varying amounts of money depending on the recreation activity. This money trickles through the regional economy because of linkages between different industrial sectors. For example,

visitors to Folsom may spend money on gas, food supplies, recreation equipment, and park fees. These stores purchase these goods from other producers, which in turn, also buy goods and services. The buying of goods and services continues until leakages from the region stop the cycle. Leakages represent purchases of goods and services from a producer outside of the specified region.

The economic analysis also addressed expenditures by construction workers, who would be purchasing similar items (gas, food, etc.) during the work week. The analysis showed that worker spending would offset the lost recreational dollars for the local economy, but that if recreational facilities were closed during the peak recreation periods, there would be a loss of revenues to CDPR.

The economic model used input-output (IO) linkages between local sales and industries providing the materials sold, and it measures the total economic impacts from a change in final demand for a product. IO modeling derives multipliers that describe the change of output for each and every regional industry caused by a one dollar change in final demand in another industry. These multipliers are used to estimate indirect and induced effects caused by a direct impact to the regional economy. In general, larger multipliers indicate a greater interdependence of the sector on the rest of the regional economy. Further definitions are as follows:

- Direct effects – changes in final demand
- Indirect effects – changes in expenditures within the region in industries supplying goods and services
- Induced effects – changes in expenditures of household income

The economic analysis used IMPLAN® to estimate regional economic impacts. IMPLAN is a widely used regional economic modeling and forecasting software that uses the most recent available individual industry data from a variety of government economic censuses to build a computer model of a specified regional economy. IMPLAN estimates multipliers for five measures of regional economic activity, total industry output, personal income, total income, value added, and employment. The Folsom DS/FDR analysis shows impacts for total output, value added, and employment.

The specified economic region in the IMPLAN model includes Sacramento, El Dorado, and Placer Counties. This region is expected to capture most economic effects of the project alternatives. Section 4.1 of the Folsom DS/FDR Draft EIS/EIR summarizes the existing economic setting in the region.

The Folsom DS/FDR alternatives would result in two types of direct impacts: (1) losses in recreational expenditures and (2) increased expenditures from construction

laborers. These impacts were estimated using local data and statistics on Folsom Reservoir recreation and construction worker requirements and schedules.

Recreation impacts include decreases in those expenditures that are related to spending a day at FLSRA. CDPR provided data on number of visitors, concessionaire sales, and park fees. The Corps national recreation spending profiles were used to estimate spending on other expenses, such as food, gas, and equipment. Section 4.3 in the Folsom DS/FDR Draft EIS/EIR presents results on the economic impacts analysis for reduced recreational expenditures. The analysis estimates that should Folsom Point be closed during the peak recreation season, and the added value of additional construction activities be excluded from the analysis, the value of output in the region would decrease by about \$4.9 million (0.005 percent of 2002 baseline output), total value added would decrease about \$2.3 million (0.002 percent of 2002 baseline value added), and employment would decrease by about 46 jobs (0.004 percent of 2002 baseline employment). These estimates only incorporate direct losses in spending on food, gas, park fees, etc. and the losses to the economy because of the linkages between sectors, as described above. Further analysis inclusive of the value added from construction activities results in an offsetting economic effect in both dollars and jobs for the local economy. See Chapter 4 of the Draft EIS/EIR for more information.

In the event of unforeseen closures at FLSRA facilities during the peak recreation season for construction activities (see Section 4.3.1 of this document for potential circumstances), economic impacts to the regional economy and CDPR revenues would occur. These economic impacts would be substantially less than those identified in the above paragraph and Chapter 4 of the Draft EIS/EIR. The frequency and magnitude of economic impacts would be commensurate to the time period that the facility is closed. Economic impacts would be further decreased because visitors could access other local recreation areas and all other FLSRA facilities during the time Beal's Point or Folsom Point would be closed; however, CDPR would lose some revenues because of visitors turned away from the closed facility. Reclamation would take efforts to reduce unexpected closures to the shortest period possible, reducing economic impacts.

Losses in recreation expenditures do not include decreases in boat sales. Boat purchases are not considered an economic activity directly related to recreational spending at FLSRA. People purchase boats for many factors, including, but not limited to, disposable personal income, participation in water sports, proximity to water bodies, personal preferences, economic growth, and consumer confidence. Boats are typically considered a luxury good in which demand increases more than proportionately as income rises. For most people, disposable personal income is a larger deciding factor in purchasing a boat relative to use of FLSRA. Limiting the access to any recreational facility would not result in a direct economic effect to boat sales.

Boat sales in the Sacramento Valley are typically higher than other areas because of economic growth in the region, increases in personal income, and the proximity to numerous reservoirs, lakes, and rivers. For example, people living in the Folsom area have access to 104 boating opportunities within approximately 3 hours. Any closure of Folsom Point may require longer travel times for boating activities, but it is not a substantial disruption to the entire Sacramento Valley's boating opportunities. Therefore, it is not expected that boat sales would decrease because of closure of a single boat launch facility.

The three county region has a large economic base that would not be substantially affected by decreases in recreational spending. The region has been growing since 2000, both in population and commercial development. Population in the three counties increased from 1.6 million in 2000 to about 1.9 million in 2006. Cities are building new housing and commercial developments to accommodate growth. Private earnings in Sacramento County increased from \$21.3 billion in 2001 to \$25.6 billion in 2004. Private earnings in Placer and El Dorado counties also increased substantially from 2001 to 2004, about \$1.8 billion and \$0.5 billion, respectively. Retail trade is currently a major sector within each county; food services are also growing. Discount stores and new restaurants have generated high revenues and will continue to generate economic output and sales tax revenue for the region. Other major economic sectors within the region include information services, finance and insurance, construction, and manufacturing. The region's economy is further fueled by many job opportunities and low unemployment rates. In December 2006, the unemployment rate ranged from 3.6% to 4.4% in the three counties. The economy within the three county region is stable and continuing to grow. Because of this strong baseline economy, temporary, unforeseen closures of any recreation facility at Folsom Reservoir would not result in a major adverse effect to the region's economy.

Furthermore, the Folsom DS/FDR action is a major construction effort, which would temporarily boost the local economy. More than \$1 billion of construction work for the Folsom DS/FDR actions is planned for the next 10 years which will be a significant, but temporary boost to the local economy. Construction workers will purchase products within the local region, increasing output and sales tax revenues. This additional spending would significantly positively offset any possible incidental decreases in recreational spending. Therefore, the combined effects of decreased recreational spending and increased construction spending would result in fewer economic effects.

4.3.4 Affected Property

The Draft EIS/EIR introduced the possibility of a Folsom Facility raise of greater than 4 ft that could require new embankments to contain reservoir water resulting from an increased reservoir surface elevation beyond existing conditions. Since

publishing the Draft EIS/EIR, Reclamation has determined that a Fuseplug Spillway alternative could pass a PMF event without the need for embankment raises above the current crest elevation. As a result, Reclamation has determined that no property takes, flowage easements, or additional small scale impoundment features such as dikes or berms would be planned as part of its role in the Folsom DS/FDR actions.

Based upon additional engineering analysis since the Draft EIS/EIR was published, the Corps has concluded that with optimization of all elements of its Selected Plan, including the 6STG Auxiliary Spillway, emergency spillway gate modification, and a 3.5-ft facility raise, an increase to maximum reservoir water surface elevation beyond current dam crest elevation is not anticipated to provide flood damage reduction benefits. The future maximum reservoir surface elevation with the Corps' Selected Plan would not exceed the existing federal property take line for a 200-year flood design event. The anticipated lower maximum water surface elevation for all flood events, inclusive of a PMF event, eliminates the risk that surrounding properties would be flooded. Consequently, no property takes, flowage easements, or additional small scale impoundment features such as dikes or berms beyond the existing take line are planned as part of the Corps' Selected Plan. The 3.5-ft raise of the Corps' Selected Plan will undergo further design during pre-construction, engineering, and design phase and, if needed, would be addressed through a supplemental NEPA/CEQA document.

4.3.5 Property Values

A number of comments received on the Draft EIS/EIR expressed the concern that property values would decline as a result of construction at the Folsom Facility and the closure of Folsom Point and other lake access areas. The concern that the project would adversely affect property values has been addressed mainly through the modifications in the project use of Folsom Point and through revisions to the project description that allow recreation facilities to remain open during peak recreation times. Thus, the attraction to FLSRA would not be changed.

Residential property values (i.e., prices), particularly those associated with single-family homes such as in the case of the proposed project, within the same neighborhood are influenced primarily by macroeconomic factors that operate independently of locally specific conditions. These include forces that determine the general demand for single-family homes, such as national, regional, and local employment growth rates and distributions; quality of schools; proximity to amenities; neighborhood settings; population age group growth trends; rates of household formation; regional economy; and household income trends. They also include the way these demand trends operate with respect to the supply of available housing (i.e., the number, type, and distribution of existing and new units) in a given market area. Values are also highly influenced by what households can afford to pay for housing, based on household income trends, mortgage interest rates, general price inflation, and changes in federal and state income tax law treatment of housing costs.

They are also influenced by the direct cost of new housing development, including the cost of land, construction, professional fees, development fees and permit costs, and construction loan rates. All of these factors interact in complex ways that change over time, and will continue to do so independently of any decisions that are made in conjunction with the finalization of the proposed project.

4.3.6 Auburn Dam

Comments received on the Draft EIS/EIR questioned why the Auburn Dam project was not being considered as a viable alternative to the modifications being proposed for the Folsom Facility. The potential for an upstream storage facility, including Auburn Dam, to meet the objectives of the Folsom DS/FDR was evaluated early in the alternatives assessment process (see Section 2.1.6 of the Draft EIS/EIR) and was eliminated because it could not meet seismic and static dam safety deficiencies at Folsom Dam and/or be accomplished in an expedited manner as required to meet dam safety requirements. There is an immediate need to upgrade the Folsom Facility which can be accomplished under current authorities.

4.3.7 Operations

Comments were received questioning why the Folsom DS/FDR Draft EIS/EIR did not address in greater detail operations and the proposed changes to the Water Control Manual. Although the Draft EIS/EIR recognized current operations and the Water Control Manual, the Draft EIS/EIR did not address impacts of operations and changing the Water Control Manual.

The Folsom DS/FDR EIS/EIR does not address operational impacts because construction of any of the Folsom DS/FDR features would not require a change to the Water Control Manual. The manner in which water is stored and released from Folsom Reservoir, for water supply, hydropower, and flood storage space would not need to change with the proposed new features. However, there is an unrelated requirement to update the Water Control Manual that is separate from the Folsom DS/FDR actions. Because the Water Control Manual update will be completed with or without the DS/FDR actions, it is not being linked to this project.

The authorization for the Folsom Modifications Project directs the Corps to change the variable flood storage space at Folsom Reservoir from the current interim operation of 400,000 acre-ft to 670,000 acre-ft to a 400,000 acre-ft to 600,000 acre-ft (400/600) permanent variable flood space operation once the Folsom Modifications Project has been implemented. The Corps, with coordination by Reclamation, will develop a new flood control manual for Folsom Dam for implementation prior to completion of the JFP Auxiliary Spillway. The new flood control manual feature is currently being scoped as a parallel process. Therefore, in this EIS/EIR, operations are analyzed and disclosed based upon current operational requirements. The parallel flood control manual development and study will include variable flood storage space, including analysis of forecast based operations, new flood release

schedules and a plan component for repayment of potential water supply losses resulting from implementation of this flood control manual. This parallel study will be a collaborative process with the appropriate level of environmental analysis, public, agency and stakeholder coordination, and appropriate NEPA/CEQA documentation.

4.3.8 Relationship of Safety of Dams, Dam Security, Joint Federal Project, and Flood Damage Reduction

Several comments relating to the Draft EIS/EIR indicated a need for additional explanation as to the components of the Folsom DS/FDR. The Draft EIS/EIR presents the results of a joint agency study that incorporates the Safety of Dams risk reduction objectives and dam security obligations under the authorities of Reclamation, flood damage reduction objectives of the Corps and Partner Agencies, and an integration of the overlapping components of both objectives.

The Corps' initial studies to address Folsom Facility issues resulted in plans to increase outlet efficiencies and flood storage capacity at Folsom Dam and Reservoir, respectively. The focus of these studies was to increase flood damage reduction potential of the populace protected by levees along the lower American River.

Reclamation evaluated public safety risk due to hydrologic, seismic, and static concerns to all of the Folsom facilities, and national security concerns of a reservoir upstream of a major metropolitan area. The focus of Reclamation's evaluations was protection of the populace living adjacent to the Folsom Facility and the general populace downstream.

The Draft EIS/EIR addressed project alternatives that included elements of the individual missions and combined missions of Reclamation and the Corps. The JFP gated Auxiliary Spillway was developed jointly by the two agencies to address their primary hydrologic concerns related to dam safety and flood damage reduction. The seismic and static upgrades proposed by Reclamation address dam safety objectives. The dam gate replacement and dam raise address the Corps flood damage reduction objectives.

Although somewhat related, the Corps' and Partner Agencies' efforts to improve the capacity of downstream levees and work on upstream facilities such as L.L. Anderson Dam are not part of the Folsom DS/FDR actions. Changing of current operations is also not part of the Folsom DS/FDR action (see Section 4.3.7 above for more information on operations).

4.3.9 Transportation and Circulation

Comments on the Draft EIS/EIR questioned the effects of potential increases in traffic. The projected traffic volumes and circulation patterns were analyzed in the Draft

EIS/EIR using an accepted methodology to evaluate transportation and circulation during construction activities of the Folsom DS/FDR. The analyses indicated that if construction traffic, including workers and materials deliveries, were to be managed under a traffic management plan, there would not be a significant impact to local traffic circulation. No permanent long-term traffic volume increases or changes in traffic patterns are expected as a result of implementing the Folsom DS/FDR alternatives. The Partner Agencies will work closely with City of Folsom traffic engineers on traffic management to ensure that traffic effects are controlled.

4.3.10 Noise

Comments were received on the Draft EIS/EIR related to issues of noise. Specific comments included concerns relating to haul trucks, general construction, and increased traffic. Section 3.10 of the Draft EIS/EIR presented potential noise impacts associated with construction and mitigation measures to control noise. As legally required and in response to public comment, the Partner Agencies would implement mitigation measures, in compliance with local noise ordinances so that noise levels remain within the allowable standards established for the local communities. Noise mitigation measures being considered include, but are not limited to, construction/placement of noise barriers, hauling of supplies during daylight hours, moving of processing facilities away from sensitive receptors, minimizing noise producing activities during night hours, and maintaining all equipment to ensure that noise baffles and mufflers are properly functioning.

4.3.11 Air Quality

Some comments on the Draft EIS/EIR included references to air quality effects during the construction phase of the Folsom DS/FDR. Specific issues included concerns regarding fugitive dust/particulate matter and emissions from construction machinery and vehicles. The Partner Agencies will be required to conform to federal USEPA air quality regulations, being enforced by the Sacramento Metropolitan Air Quality Management District. All air quality emissions will be required to be controlled to levels that must be in compliance with limits established by the District in the project's air quality permits. In addition to watering roadways, excavation, and deposition sites to minimize dust, the Partner Agencies will be required to use the most up-to-date pollution reduction equipment on all fossil fuel powered construction equipment. The specific air pollution control measures to be employed and adhered to will be described in detail in the project's air quality permits.

Comments were also received regarding the project's ability to conform to Clean Air Act de minimus standards. The very conservative (i.e., worse-case) air quality analyses presented in the Draft EIS/EIR indicated that there could be a non-conformity issue. Refinements to the project, including an air quality assessment of a more practical project, have shown that the project can conform to the Clean Air Act requirements. These refinements include:

- Identification of available air quality emission credits,
- Redistribution of material hauling and disposal to minimize haulage miles
- Scheduling and sequencing of excavation and hauling work so that there is not a significant overlap with other project activities that contribute to air quality emissions,
- Use of electrical power for all stationary equipment (note: electrical power will be obtained from commercial sources and will not impact Western Area Power Authority or CVP users and customers), and
- Use of the most recent pollution control equipment for all off-road equipment.

4.3.12 Vegetation and Wildlife

Comments were received on the Draft EIS/EIR that presented concerns regarding the potential impacts to vegetation and wildlife, including the potential impacts to special status species (e.g., bald eagle, burrowing owls), possible loss of habitat/wildlife, and the loss of trees. Potential effects to vegetation and wildlife due to the Folsom DS/FDR alternatives are presented in Section 3.5 of the Draft EIS/EIR and Section 3.5 of this Final EIS/EIR relative to the currently proposed revised Preferred Alternative. Impact estimates to habitat and wildlife were analyzed and mitigation measures developed jointly with USFWS. Mitigation measures that will be employed to protect vegetation and wildlife include pre-construction surveys to identify any protected species within or adjacent to the project footprint, fencing of sensitive habitats from construction work (including oak trees and vernal pool habitat), on-going surveys conducted during construction to ensure compliance by construction crews to mitigation requirements, mitigation measures to remove from the project area protected species (for example, transplanting of valley elderberry shrubs has already been initiated), replacement of sensitive habitats (such as riparian and oak woodlands), and revegetation and re-establishment of habitat in disturbed areas following construction.

4.3.13 New Folsom Bridge

Several comments received on the Draft EIS/EIR confused the New Folsom Bridge project for the Folsom DS/FDR. The New Folsom Bridge is a separate project being carried out by the Corps as part of Section 128 of the Energy and Water Development Appropriations Act of 2004 (P.L. 108-137), which authorizes the construction of a permanent bridge downstream of Folsom Dam. The Corps has completed separate environmental documentation for this project, entitled American River Watershed Post Authorization Decision Document Folsom Dam Raise Folsom Bridge Final Supplemental EIS/EIR, September 2006. Although construction of the New Folsom Bridge will likely occur parallel to that of construction of the Folsom DS/FDR, this project is a separate action. The New Folsom Bridge is evaluated only as a cumulative project in the Folsom DS/FDR Draft EIS/EIR (Chapter 5).

4.4 Written Comments

4.4.1 Elected Officials and Representatives Comments

Several elected officials and representatives submitted comments on the Folsom DS/FDR Draft EIS/EIR. Table 4-2 presents a list of the elected officials and representatives who submitted comments during the comment period and also provides the comment number which corresponds to the comments/responses found in Appendix A.

Government Official or Representative	Comment Number
Dave Cox, Senator, First District	255
Alan Nakanishi, Assemblyman, 10th District	255
Ted Gaines, Assemblyman, Fourth District	255
Roger Niello, Assemblyman, Fifth District	255

4.4.2 Federal Agency Comments

The U.S. Environmental Protection Agency (USEPA) was the only federal agency to submit comments on the Draft EIS/EIR. The USEPA comment is number 416 on the comment list.

4.4.3 State Agency Comments

Table 4-3 contains a list of the state agencies that submitted comments on the Draft EIS/EIR and also provides the comment number which corresponds to the comments/responses found in Appendix A.

State Agency	Comment Number
California Department of Transportation (CALTRANS)	5
California Department of Boating and Waterways	169
California Department of Parks and Recreation	312

4.4.4 Local Agency and Organization Comments

Table 4-4 contains a list of the local agencies, commerce organizations, and non-profit organizations that submitted comments on the Draft EIS/EIR and also provides

the comment number which corresponds to the comments/responses found in Appendix A.

Table 4-4 Local Agency and Organization Comments	
Local Agency	Comment Number
Sacramento Metropolitan Chamber of Commerce	334
Folsom Tourism Bureau	32, 390
Folsom Chamber of Commerce	17, 389
City of Folsom	392
El Dorado County	310, 394
Sacramento Metropolitan Air Quality Management District	406
El Dorado Irrigation District	415
El Dorado County Water Agency	400
San Luis and Delta Mendota Water Authority	184 to 186
East Bay Municipal Utility District	166
County Sanitation District 1/Sacramento Regional County Sanitation District	395
Central Valley Project Water Association	20, 78 to 94
Friends of the River	347
Sacramento Valley Marine Association	42
Northern California Marine Association	34, 187
Northern California Power Agency	19, 232

4.4.5 Public Comments

Table 4-5 contains a list of the members of the public that submitted comments on the Draft EIS/EIR. This list includes comments submitted at the public hearings.

Table 4-5 Public Comments					
Comment Made By:	Comment Number	Comment Made By:	Comment Number	Comment Made By:	Comment Number
Keoni Almeida	1	Ann Lindner	152	Scott and Viera Weldy	287
Jason Zarghami	2	Lynn Derrick	153	Greg Mercurio	288
Patrick Porgans	3	Terry and Jim Lehman	154	Clyde Matson	289
Anonymous	4	Greg Fales	155	Kasia Turkiewicz	290
Jim Silvester	6	Doug Pepper	156	Mike Wall	291
Bruce Beck	7	Vicky Cackler	157	Michael Cann	292
Rosemary Beck	8	Chantell Harp	158	Mark and Kathy Van Saun	293
Robin Sharp	9	Anonymous	159	Keith Faust	294
Alan Hersh	10	Robert Flores	160	Dean Deguara	295
Frank Myers	11	Naomi Wooten	161	Shari Warr	296

**Table 4-5
Public Comments**

Comment Made By:	Comment Number	Comment Made By:	Comment Number	Comment Made By:	Comment Number
Phil Maestre	12	Kristine Olding and Family	162	Phil Vaughan	297
Mary Henriksen	13	Daryl Stieve	163	George Wyatt	298
Aaron Boring	14	Dan & Sheri Stafford, and Family	164	John and Sharon Sarno	299
Mach Bishop	15	Robert Halldorson	165	Janelle & Curtis Mau	300
Chris Hodges	16	Kelly James	167	Randy Pike and Family	301
Steve Hodges	18	Gary Devers	168	Susan Akin and Family	302
Madeleine Moseley	21	Karin Miller	170	Nicole Benson	303
Robert Giacometh	22	Joel & Cathy Miller	171	Debbie Sultan	304
Doug Pepper	23	Leslie Nagel	172	Lynn & Eric Bonzell	305
Alfred P. Bulf	24	Derek & Deborah Reinbolt	173	Aimee Wendell	306
Mechelle Gooch	25	Stacey Mefford	174	Lynn Derrick	307
Ian Cornell	26	Cheryl & Andy Kurimay	175	Ann Lindner	308
Carol James	27	Chere' Presley	176	Ken & Susan Doherty	309
Elinor Brady	28	Dan Otis	177	Bruce and Rosemary Beck	311
Renee Howle	29	Angie McLaughlin	178	Robert H. Miller III	313
Mike Coffman	30	Liz Young	179	Greg Cook	314
Patricia Gibbs	31	Teresa Romero	180	Jeremy Bernau	315
Don Reid	33	Chris Landry	181	Catherine Vestito	316
Victor Becerril	35	Carrie Cain	182	Jeff Kirsten	317
Kent Zenobin	36	Maria Errante	183	Jeff Mittner	318
Kris Gardner	37	Jane Pearson	188	Brian Joder	319
Taylor Zenobin	38	Branton and Jennifer Obenaus	189	David and Karen Delparte	320
Sarah Griffith	39	Michael Avakian	190	Kelly Beninga	321
Keoni Almeida	40	Marcus MacTaggart	191	Peg Coverdale	322
Cindi Dulgur	41	Jill Ellis	192	Maureen Snyder	323
Gene Moynier	43	Mair Auerbach	193	Chris Wagner	324
Michelle Lipowski	44	Lisa Tomiak	194	Kristin and Robert Jeffrey	325
James Clayburn	45	Jackie Kolander	195	Don Hendricks	326
Jon Soderman	46	DS	196	Cheryl Walters	327
Charles A Hooper	47	John and Cheryl Mandsager	197	Sharon Kindel Rosalie Barton	328
Renee Howle	48	Anonymous	198	Obie Miller	329
Dennis Swenson	49	George R Koch	199	Clint Claassen	330
Ken Christensen	50	Ian B Cornell et al.	200	Jennifer Claassen	331
Russ Knapp	51	Carole and David Jones	201	Russ Fay	332
Duane Cooney	52	Rick Miller	202	Anonymous	333
Cindy Speer	53	David Graves	203	Laura Hudak	335
Melissa Green	54	John and Sandii Dalessi	204	Kay Ann Markham	336

Chapter 4
Comments and Responses

**Table 4-5
Public Comments**

Comment Made By:	Comment Number	Comment Made By:	Comment Number	Comment Made By:	Comment Number
Russ and Lisa Hoy	55	Anonymous	205	Jodi Wright	337
Jason Zarghami	56	Thomas E. Leard	206	Anonymous	338
Ericka Cooney	57	Phil Lugo	207	Kevin A. Miller	339
Brian and Cindi Dulgar	58	Ted and Maggie White	208	Dianna Bowling	340
Sandy McKaig	59	Mark Rucker	209	Kim Carrasco	341
Jim Snook	60	Nigel Olding	210	Richard A. Shaw	342
Craig R Larson	61	Brady Beckmann	211	Denise Hackett	343
Carol James	62	Brett Heeke	212	Debra Rose	344
Chet Bloyd	63	Matt Henry	213	Chris Jennings	345
Mike Garner	64	Sonia Deauville	214	Leslie Grayson	346
John Poimiroo	65	Darrell Fullerton, Robert Hicks, Diane Star Anderson Hicks	215	Duran Quick	348
John Poimiroo	66	P McM	216	Bonnie Amoruso	349
Kevin Kraft	67	Susan Patchett	217	Jerry Boyd	350
Peter Clark	68	Mr. Kelley V. Thorn	218	Dave Buck	351
Todd Drybread	69	Barbara	219	Daylene Buck	352
Scott Howlett	70	Fernando Gaudy	220	Neil Pearl	353
Rick and Pam Patterson	71	Anonymous	221	James D. Sprenger	354
Sheila and Tom Leard	72	Robert Jeffrey	222	Maria Noori	355
G R Petersen	73	Charlie Parrish	223	Julia Fox	356
Greg Fales	74	Anonymous	224	Linden 'Chip' Lim	357
Marco and Patti Palilla	75	Vicky Walasek	225	Jim Donnell	358
Jonathan Walburger	76	Andy Benson	226	Barbara Zawadzki	359
Dawn Lockwood	77	Teresa Black	227	Jane Cook	360
Jim Bayless	95	Roy Moore	228	Bruce R. Thomas	361
Lyndsay Smith	96	Jim Kinnicutt	229	Barry Fowler	362
Anonymous	97	Neva J Cimaroli	230	David Pate	363
Terry and Jim Lehman	98	Kristi Cooper	233	Casey Keller	364
Brian Austerman	99	Marilyn and Alan Daily	234	Jeff Onderko	365
Mark Duer	100	Matt & Emily Brayton	235	Robert Simpson	366
Tim Steele	101	Michael G Butler, Jr	236	James A Cost	367
Beth and Jim Carlsen	102	Sherri McNear	237	Steve Canova	368
Cindy Becker	103	Sandy Econome	238	Barry Calfee	369
Jim Thompson	104	Gail and Dennis Wierzba	239	Richard Reid	370
Michael S. Hardoin	105	Linton A. Brown	240	Scott T. Davis	371
Angela Ankhelyi	106	Sharlene & Calvin Kasadate	241	James A. Roberts	372
Chris and Susan Zaffree	107	Deb and Tony Baratta	242	James A. Roberts	373
Lynda Lescault	108	Raymond D. Hart, P.E. G.E	243	Dan and Dalisa Sanford	374

**Table 4-5
Public Comments**

Comment Made By:	Comment Number	Comment Made By:	Comment Number	Comment Made By:	Comment Number
Doug Zezoff	109	Jason Fanselau	244	Elizabeth and Brian Kastern	375
Jim Cassio & Deborah Moreno	110	Bruce R. Thomas	245	Martin Kiff	376
Jamie Ellsworth	111	Jim Carlsen	246	Michelle Schelgel	377
Darcie Eichner	112	Jeff Angeja	247	Emily Daniels	378
Vicky Cackler	113	Amber Kennedy	248	Veronica Thompson	379
Casey Keller	114	Margaret Wong	249	Kathi Hamburg	380
Chris Storz	115	Ron Wisdom	250	Vickie Lee	381
Leslie Storz	116	Mark Younger	251	Marty and Judy Boyea	382
Donna Gentry	117	C. Fred Wilcox	252	Annette Manz	383
Joanna Diaz	118	Scott and Teri Becker	253	Jean Peterson	384
Kimberlee Jones	119	Stephen Templeton	254	Fred Tombo	385
Liz and Andrew Byer	120	Dave Cox	255	Pam Langbehn	386
Chris Jennings	121	Rana and Bryan Church	256	Taira Byrne	387
Mike Brady	122	Jeanne and Albert Pfaff	257	Thomas E Martin	388
Kathy Boyd	123	Jeff Hopkins	258	Anonymous	391
The Colldeweih	124	Robert Dulinski	259	Kelly Richardson	393
Mr. Neely Downing	125	Arthur D. Shmarak	260	Robert W Bense	396
David and Patty Soulsby	126	Lori Neal	261	John P Fondale	397
Mike Stinson	127	Troy and Shari War	262	Rich Rumsey	398
Marianne P. Blake	128	John Dillon	263	Ben Roth	399
Steve Paladino	129	Mary Strauss	264	Linda Freeman	401
Gary & Lia Odell	130	Amy Cooke	265	Peter	402
Nina Pucci	131	Connie Freese	266	Robin Clary	403
Kevin, Suzanne, Katie, and Amanda Reinard	132	Carmella Santos	267	Paul & Connie Freese	404
Allen and Julie Carlson	133	Carrie Cota	268	Steve & Jan Volker	405
Julie Calderwood	134	Aimee Peterson	269	Christopher Hodges	407
Kenneth Doherty	135	Jody Biaggi	270	John M. Sanfilipia	408
Maria & Jeff Sickenger	136	Bob Grunsky	271	Rob Langbehn	409
Frances Leon	137	Sandra J. Gallardo & Michele Flores	272	Jeffrey Paylor	410
Cindy Sobotta	138	Christina Flores	273	Nicole Johnston	411
Tracy Nordheim	139	Franco Salluce	274	Joseph and Jeanette Abbate	412
Lisa Tomiak	140	Kevin Long	275	Scott Schaffer	413
Mark and Kathy Van Saun	141	Judy Henderson	276	Katrina Jackman	414
Jennifer Thompson	142	Sandra and Lanny Pixler	277	Jan and Steve Volker	417
Assunta L. Seivert	143	Phil Lee	278	Beth Lusar	418
John and Cheryl Mandsager	144	Tara Davis	279	Michelle Hamilton	419

Table 4-5 Public Comments					
Comment Made By:	Comment Number	Comment Made By:	Comment Number	Comment Made By:	Comment Number
Maria Paladino	145	Dan Normoyle	280	Patricia Gibbs	420
Phil	146	Rennie and Norma James	281	K. Leonard	421
Jennifer Hamilton	147	Gary Frolich	282	Ron Adley	422
Michelle Thompson	148	Scott Wiemerslage	283	Brian and Jolene Shirey	423
David Lancisi	149	Troy Watson	284	Eric & Heather Olson	424
Ann Lindner	150	David L Brown	285	Robert Walter	425
Heather Sibilla	151	Krista Fisher	286	Kathy and Troy	426

4.4.6 Folsom Point Closure Forms

Members of the local community distributed a comment form to the local populace related to, and in opposition of, the proposal for closing Folsom Point during construction. These forms were provided to Reclamation at the closure of the public comment period. Approximately 440 signed forms were submitted. Table 4-6 contains a list of each person who signed such an opposition form, with copies of all forms incorporated in Appendix A. These forms were reviewed for comment issues, but primarily reflected the communities desire to keep Folsom Point open. In addition to the no-closure request, the majority of forms requested that consideration be given to establishing alternate sites for the proposed centralized staging/construction facility area. Numerous forms offered suggestions for alternate staging areas or alternate construction methods that could alleviate the need to close Folsom Point. The forms also included concerns regarding negative impacts to socioeconomic conditions, transportation, property, remaining recreation, vegetation and wildlife, air quality, sound quality, and visual quality if Folsom Point were closed. The topical responses presented in this chapter respond to the above-listed concerns.

Table 4-6 Folsom Point Closure Forms				
Sammuel Griffin	Jill Morrison	Cory Dow	Katherine Sims	James Moffitt
Dana Corey	Mark Tappan	Rocky Dow	Carli Pichard	Shirley Delao
Mike Mello	Paul Phillips	Susan Doherty	Jon Smith	Dean Deguara
Katie Wood	Suzanne Reinard	Alis Wanninger	Mats Jansson	Lauren Huber
J. Dermer	Holly Larson	Cassie Dow	Bruce Bailey	Jim McCarthy
M.E. Michna	Tom Esselstrom	Cody Dow	Mike Pendleton	Laura Moffitt
Polly Petersen	Daniel Nemiroff	Michelle Carrey	Tim Harris	Cheryl Green
Mark Hogge	Richard Sebren	Ray Debenedetto	Greg Smith	Chris Newman
Autumn Gartamala	Lori Sebren	Travis Kane	Andrian Kurimay	Robert W. Peterson

**Table 4-6
Folsom Point Closure Forms**

Cody Bridenbaker	Jeff Hopkins	Miler Allarea	Curtis & Janelle Mau	James V. Cagney
Katie Arnold	Naomi Haueter	Mike Stinson	Kent Zenobia	Darin Homer
Keith Nicholson	Christa Cobabe	Russ Cunningham	Jill Huckaby	Ernest Green
Nick Hromyak	Shirley Norris	Lisa Hunter	Ellen Zenobia	Charles F. Ingram III
Dan Marlatt	Mikaela	Luis Bottini	Jillian Mintz	David Frey
Lisa Baker	Charles Welsh	Paul Freese	Jody Johns	Julie Ingram
Alyse Marlatt	Gail Borgman	Mary Cake	Doug Fisero	Aarti Pendse
Katherine Rhodes	Dan Otis	Angela Graves	Chip Huckaby	Steve Wetklow
Sandy Kaul	Leigh Sippel	David Graves	Mair Auerbach	Seth Frey
Jessica Womack	Donna Gentry	Brad Catalan	Lesley Storz	Terrell Frey
Samuel Goldsby	V.V. Pendse	Payton Burri	Chris Tomiak	Heidi Garner
David Sanders	Karen Collins	Devin Burri	Lisa Tomiak	Chad Holloway
Steve Thomson	Liz Bryant	Dove Burri	Paul M. Deauville	Kathryn Clayton
Amber Kennedy	James Anthony	Jake Decker	A. R. Spencer	Lee Wieband
G.L Alvarado	Anthony Galatti	Steven Jones	Liz Sliger	Rob Adair
Naomi Shoemaker	D Murray	Anne Petchaller	R. Hansen	Larry Larosa
Jennifer Kamuhey	Kevin	Kelsey Decker	Y. Darly	S. Wilkins
Nathan Norwood	Don Glueckert	Rita Decker	Awe Brosamte	Dana Keffer
Rebecca Pavan	Liz Winter	Bill Luce	Alan Haynes	Jesse West
Robert Gehbauer	Annette Slack	Austin Web	Elaine Lotta	John Lensch
Rachel Schwab	Deborah Winter	Robin Bottini	Keven Carmichael	Caroline Hindmarsh
Kathy Bradley	Kevin Pine	Jean Marks	Joe Curcio	Charles S. Strom
Brandon Schwab	Allison Pina	Colby Sykes	Jeff Leonetti	Peggy McGinness
Carolyn Nelson	Julie Surry	Don Decker	Eric Portela	Cynthia Anderson
Marsha Robinson	Jaquay Knowles	Julie Marshall	Lilly Sinnott	Ashley Smith
Camella McIntosh	Lori Tel	Sandra Davis	Natalie Flasco	Tarah Eavly
Dusty Combs	Joann	Curtis Webb	Chris Curcio	Jason Pick
Dale Raisbeck	Kimberly Lopez	Lynn Webb	Mary Wayne	Christina Brazzel
Scott Headington	Judy Major	Nicole Webb	Duane Cooney	Keith Faust
Tony Guerrera	Brett Yenzer	Bill Petchauer	Jeff Sipora	Joseph Thomas
Mary Martineau-Pealer	Steve Schmiesing	Ray & Sylvia Specnt	Courtney Garahan	Camille Faravelli
Amanda Rusk	Cramer P	Janice Pettit	Sonia Deauville	TM Roehm
Mandy Price	Carolyn Bollinger	Katie & Brady Whitlow	Dee Shawhan	Deena Lynch
Alberta Strom	Caree Wentz	Susan Greendale	Kathie Graening	Jodi Albalos
Lisa Ratcyczak	Paul Guevara	Mike Beretta	Andy Dale	Bill & Denise Silvan
Sim Ratajczak	Wayne Toutges	Theresa Perez	Cheryl Kurimay	Aelena Gayton
Kailey Ziebarth	Alex Cosentini	Janet Arnold	Emma J.	Kevin Schneider
Jennifer Westover	William Coles	Carol Kinnicutt	John Collins	Johnny Bennett
Michelle Harrison	Pia Knight	Doug Swystun	Louis V. Borges	Chris Kamucha
Henry Collins	Daniel Westmoreland	Dana Richardson	Leslie Woods	Manlu Ward
Steve House	Jack McCarthy	Scott Arnold	David Ramirez	Kylee Heuer
Lori Phillips	William Safford	Kelly Richardson	Ann Musso	Meredith Santos
Lori Moore	Frank Torrente	Bill Palmer	Cesca Brown	Nina Robyn
Thomas Okeeffe	Carol Rondeau	Jine Kinnicutt	Scott Spangler	Mike Bowden

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Comments and Responses

**Table 4-6
Folsom Point Closure Forms**

Karan Crofut	Tom Robinette	Catherin O'mardha	Tiffani Gibs	Hannah Bowden
Vivian Welsh	Gabriela Sienna-Cuno	Bob Weiss	Steve Hansen	Carrie Brown
Dennis Werzlin	Bruce and Carmie Brincka	Marjorie Marmorstein	Barbara Luerandorsel	Tracy Sharpe
Andy and Carolyn Hudson	Dylan Schwarz	Lydia Rodrigez	Lisa Malatesta	Garret Jennings
Tom Leard	Nicole Schwarz	Bruce Williams	Amanda Garvin	Alice Huerta
M Sipprel	Tom Hippenstell II	K Jackson	Dawn Adicoff	Tony Scharle
Cristin Bassham	Tara Blanton	Charles Cornell	Dave Williams	Karin Miller
Chad Hewitt	Beverley Farrell	Melissa Caris	Corrie Johnson	Lisa Jarrett
Raymond Garit	Katy Oreskes	Neda Dehgahani	Jim Castro	Kristen Spaylor
Carlos Gaudy	J Reese Gary	Manzer Mazloom	Marty Finato	Charlene Dougherty
Elsa Gaudy	John Sherry	Roberto Medina	Stephanie Winthrop	Bahman Fozeuni
Dennis Jarret	Nini Dow	Catherine Subryan	Brad Cahooow	Ginger McMurkey
Connie Freese	Jane Pearson	Nancy Shisa	Don Chesney	Kristin Napolillo
Todd and Becky Wolger	Annette Mastroieni	Ann Lake	Anna Ruggiero	Cary Gallagher
Jennifer Daniels	Harish Reddy	Jesus Garcia	Stella Winingham	Brian Vidlock
Michelle Gray	Rod, Karen, Jordan, Tyler (and Chloe and Scout)	Kathleen Leveille	Tracy Folau	Katalin K.B. Walcott
Jeannette Clark	Victor Cosentini	Sally Dermenjian	Joshua Morell	Victoria Murphy
Esther Amezcua	Eddie Rodgers	Juan Amezcua	Lisa Griffin	Randy Griffin
Alexis Tarczy	Mercury Acosta	Gail Price Hebert	Hiren D Vashi	Dean Campbell
Chris Tarczy	Velma E Gand	Lori Deauville	Nora Allarea	Jaime Derrick
Julene Nichols	Roberta Ward	Lynn Derrick	Tina Campbell	Vicky Cackler
Bernard T Homme	Jim Arellano	Linda Crawford	Dan Vincent	Shanan L. Hewitt
Judy Homme	Dana Lee	Roy E. Coverdale	Karyl Sutton	Jamie Capps
Albert Newman	Todd Carrey	Frank Jacobs	Aflinba Nrowahue	John Dunne
Nancy Rucker	Chuck & Deena Lynch	Colin Glueckert	Dale & Julie Kolodziej	Les Compagno
Karen Burri	Rebecca N. Kraemer	Michael Codina	The Laymans	Cameron Tarczy
Scott Seibel	Brett Quackenbush	Robert Goolis	John Leung	Greg Buck
Denis Fitts	Sally Giampapa	Jim Aitken	Debra Leung	Stephen Parra
Kara Tumminelli	Robert Cline	Taira Byrne	Randy & Julie Cannedy	Todd Cackler
Daniel & James Lanham	Tim Rametta	Elizabeth Biggers	Robie A Coles	Leonard Auerbach
Carol A Gray	Allison Meeker	M. Franklin	Joanne Tepper-Saffren	Mary Tarczy
Don Wanninger	Paris Muller	Kelly Richardson	Robert Saffren	Marty and Ronni Sloan
Ken Nichols	Kevin Unruh	Brad Graham	Joey Saffren	Sandra Pixler
Alan Fahndrich	Todd Kolodzig	Charles D. Gray	Pete Tumminelli	Jeff Pettit
Paul M. Deauv	Joe Daniels	Pete Leonard	Lanny Pixler	

4.4.7 Telephone Calls

Numerous telephone calls were received by Reclamation and the Corps during the comment period. CEQA and NEPA do not require responses to such comments; however, the comments were of a similar nature to the many written comments received during the comment period and the topical responses presented in this chapter respond to those concerns.

4.5 Public Hearing Comments

Reclamation, the Corps, SAFCA, DWR, and the State Reclamation Board held two public hearings in January 2007 for the Folsom DS/FDR Draft EIS/EIR. The first hearing took place on Tuesday, January 9 at the Sacramento Library Galleria in Sacramento, and the second hearing took place on Wednesday, January 10 at the Folsom Community Center in the City of Folsom.

Approximately 100 people attended the two hearings, including members of the public, elected officials, and representatives from public agencies, water resources, waterways, and electric power and flood control.

During each of the hearings, the public had an opportunity to give verbal comment to the Hearing Officer. Twenty-three verbal comments were given during the two public hearings. Each verbal comment was recorded by a court reporter. In addition to verbal comments received at the public hearings, agencies also accepted written comments on comment cards that were distributed to each attendee. There were 60 written comments received at the two public hearings. Copies of the public hearing transcripts and all written comments from the public hearings are available in the Folsom DS/FDR Draft EIS/EIR Public Hearing Summary Report, found in Appendix C of this document.

4.5.1 Transcripts

A copy of the transcripts from the public hearing meetings can be found in the Folsom DS/FDR Draft EIS/EIR Public Hearing Summary Report in Appendix C. Table 4-7 presents a list of all speakers that provided verbal comments at the public hearings.

Table 4-7 Public Hearing Verbal Comments			
Commenter	Comment Number	Commenter	Comment Number
Madeleine Moseley	21	Don Reid	33
Robert Giacometti	22	M.K. Veloz	34
Doug Pepper	23	Victor Becerril	35

Table 4-7 Public Hearing Verbal Comments			
Commenter	Comment Number	Commenter	Comment Number
Alfred Bulf	24	Kent Zenobia	36
Mechelle Gooch	25	Kris Gardner	37
Ian Cornell	26	Taylor Zenobia	38
Carol James	27	Sarah Griffith	39
Elinor Brady	28	Chris Hodges	16
Renee Howle	29	Bill Watson	17
Mike Coffman	30	Steve Hodges	18
Patricia Gibbs	31	Jerry Toenyes	19
Robert Holderness	32		

4.5.2 Written comments

A copy of all written comments received during the public hearings is available in the Folsom DS/FDR Draft EIS/EIR Public Hearing Summary Report, included in this Final EIS/EIR as Appendix C. Table 4-8 presents a list of all reviewers that provided written comments at the public hearings.

4.6 Responses to Comments

Appendix A presents the index of entities submitting comments, the text of the comment, and the Partner Agencies' responses to the comments. To save paper, the comments and responses are provided in electronic format only. For members of the public without the means to access/read the electronic format version, hard copies of the comments and responses are available for review at the El Dorado County Public Library, Folsom Public Library, Roseville Public Library, and Sacramento Central Public Library.

4.7 Petitions

During the comment period, the Folsom DS/FDR agencies received a total of 64 pages of petitions that stated “I oppose the closing of Folsom Point for any period of time for the Bureau of Reclamation and the U.S. Army Corps of Engineers to modify the dam”. The petitions contained a total of 1,085 signatures. The petitions do not pertain to, or raise, environmental issues related to the proposed project alternatives. The petitions that were received during the public review period for the Draft EIS/EIR are included as part of Appendix A of this Final EIS/EIR and may be considered by decision-makers during project deliberations; however, written responses to such comments are not required by NEPA or CEQA.

Table 4-8 Public Hearing Written Comments			
Commenter	Comment Number	Commenter	Comment Number
Phil Maestre	12	Russ Knapp	51
Mary Henriksen	13	Duane Cooney	52
Aaron Boring	14	Cindy Speer	53
Mach Bishop	15	Melissa Green	54
Russ Harrington	20	Russ and Lisa Hoy	55
Keoni Almeida	40	Jason Zarghami	56
Cindi Dulgar	41	Ericka Cooney	57
Paul Moynier	42	Brian and Cindi Dulgar	58
Gene Moynier	43	Sandy McKaig	59
Michelle Lipowski	44	Jim Snook	60
James Clayburn	45	Craig R Larson	61
Jon Soderman	46	Carol James	62
Charles A Hooper	47	Chet Bloyd	63
Renee Howle	48	Mike Garner	64
Dennis Swenson	49	John Poimiroo	65
Ken Christensen	50	John Poimiroo	66

4.8 Comments on Corps PAC Report

The Corps' PAC Report documents recommended changes to the Folsom Modifications and Folsom Dam Raise projects for the JFP and flood damage reduction elements of the Corps' Selected Project (6STG Auxiliary Spillway, 3.5-ft dam raise, and replacement of the 3 emergency spillway gates on the Main Concrete Dam). The draft PAC Report was made available for public review in conjunction with the Draft EIS/EIR. Table 4-9 provides the comments received relating to the draft PAC Report and responses to those comments.

Table 4-9				
Corps Project Authorization Change (PAC) Report Comments and Responses				
No.	Commenter	Agency	Comment	Response
1	Gary Estes		Pg. ES-1, Lines 23-24. Of concern is the continued use of the 1986 "unprecedented high outflows from Folsom Dam" for justification of increased flood protection for Sacramento from the American River. The cause of these "unprecedented high outflows" was explained by the National Research Council's (NRC) Committee on Flood Control Alternatives in the American River Basin in its 1995 report entitled, " <u>Flood Risk Management and the American River Basin: An Evaluation</u> ". Based upon the NRC Report, I recommend changing the sentence on Line 24 beginning "Unprecedented..." to read: "These record flood flows together with high flows in the Sacramento River prompted a reevaluation of the flood management system protecting the Sacramento area."	Concur in part. The following revisions were made to the final PAC Report. Reference to "unprecedented" deleted. Reference to "record high flows" included. Text referencing the cause of high flows also revised for clarity.
2	Gary Estes		Pg. ES-3, Lines 25-31. The focus is on the physical or structural changes, but this project also includes operational changes which the structural changes make possible. Since this report might lead to additional Congressional authorization, it is important that updating the Flood Management Plan found in the Defense Appropriations Act of 1993 in Section 9159 (f)(2) and in the Water Resources Development Act of 1999 in Section 101(a)(6)(E) be described. We do not want this work to be inadvertently left out of any new Congressional authorization because the Folsom Modification Project consists of structural changes and operating changes. The structural changes make the operational changes possible. This should be made clear in the Project description.	A separate long term reoperation study which includes an update to the flood management plan is currently under way. This effort also includes forecast based operations. Text clarifying this has been added to Section 1.3 of the final EIS. This is also described in Section 2.5.1 of the PAC.
3	Gary Estes		Table ES-1 needs description of units added to "Design Flood Event" line. What do those numbers mean?	Concur. The following revisions to the final PAC Report were made. Reference to "frequency in years" provided in table and a footnote is added clarifying that the "design flood event" numbers.
4	Gary Estes		Table ES-3 lacks "Note 2" being used in the table body. Either insert or remove this note.	Concur. The following revision to the final PAC Report was made. The second footnote "1" was changed to "2".

Table 4-9				
Corps Project Authorization Change (PAC) Report Comments and Responses				
No.	Commenter	Agency	Comment	Response
5	Gary Estes		Pg. ES-12, Lines 8-10 please add language explaining the difference between "updating prices to October 2006 price levels" and "if priced at current price levels." It also reads at line 14, "This cost would also be significantly greater if repriced at current price levels." Don't we want to know what the actual real cost will be? So why are we not using these higher prices?	Concur. The following revision to the final PAC Report was made. The second footnote "1" was changed to "2".
6	Gary Estes		Table ES-4 and Table ES-5 are confusing in "Note 1."	As noted in comment 5, text added to Chapter 5 explaining the difference between the two price increase procedures.
7	Gary Estes		Page 1-2, Line 26 is a repeat of above comment for Pg. ES-1, Lines 23-24 as this is the same language repeated.	Concur in part. The following revisions were made to the final PAC Report. Reference to "unprecedented" deleted. Reference to "record high flows" included. Text referencing the cause of high flows also revised for clarity.
8	Gary Estes		Line 3-14 is a repeat of Comment for Pg. ES-3, Lines 25-31 above.	A separate long term reoperation study which includes an update to the flood management plan is currently under way. This effort also includes forecast based operations. Text clarifying this has been added to Section 1.3 of the final EIS. This is also described in Section 2.5.1 of the PAC.
9	Gary Estes		Pg. 1-8, Lines 10-11 refers to 160,000 cfs outflows "for a sustained time (currently being evaluated)." The qualifier of "currently being evaluated" appears to be in conflict with Note 1 of Table ES-3 which says "up to 48 hours." Can you clarify which is correct? Seems the length of the sustained time has been decided.	The following revision was made to the final PAC Report. Text referencing "up to 48 hours" replaced with "(currently being evaluated)". Efforts made to be consistent throughout report.
10	Gary Estes		Pg. 2-1, Lines 25-26 refers to PMF. Is date correct for 2001 PMF? Is date correct for 2001 PMF as I understand the PMF report was 2004? Also provide a reference on the PMF report on this page and in Chapter 8, References.	The 2001 PMF date is correct. The report is titled: American River Basin, California, Folsom Dam and Lake Revised PMF Study, and was prepared by the Sacramento District in October 2001. The reference will be added where requested.
11	Gary Estes		Repeat above comment from Pg. 1-8, Lines 10-11.	The following revision was made to the final PAC Report. Text referencing "up to 48 hours" replaced with "(currently being evaluated)". Efforts made to be consistent throughout report.

Table 4-9				
Corps Project Authorization Change (PAC) Report Comments and Responses				
No.	Commenter	Agency	Comment	Response
12	Gary Estes		Pg. 3-2, line 11-14 contains the sentence beginning "To date..." which is wrong and should be removed. The problem with this sentence can be found in the presentation entitled, "Spring Forecast Based Operations, Folsom Dam, California" given by Paul Pugner. It is a printed Symposium's Proceedings.	Concur. Sentence deleted.
13	Gary Estes		Pg. 4-8, Lines 37-40 states the percent chance the selected plan has to protect Sacramento from flooding. Percentages are given for the 250-year and 500-year storm. In 1999 the National Research Council's Committee on American River Flood Frequencies published its report entitled "Improving American River Flood Frequency Analyses." The report was in response to a request by the Corps of Engineers. Extrapolating the size of floods beyond the 200-year flood on the American River cannot be scientifically supported and should not be done. Computing the unregulated peak inflow to Folsom Dam past the 200-year flood is not appropriate for planning purposes without doing other analyses. This is especially true for the 500-year storm mentioned.	This description of risk (CNP) is no longer presented.
14	Gary Estes		Pg. 4-11, Lines 27-30 is a repeat of comment above (Pg. 4-8, Lines 37-40)	This description of risk (CNP) is no longer presented.
15	Gary Estes		Appendix E, Attachment B has a tables showing peak unregulated inflow to Folsom Dam as computed by HEC-FDA. Floods with the annual chance up to 1-in-550 chance per year are shown. Comment 14 applies to these tables. Using this data past the 1-in-200 chance flood is not supported by scientific data and the NRC Committee says it is an area needing further research. Decision-makers should be based upon reliable information. Remember, garbage-in equals garbage-out.	This description of risk (CNP) is no longer presented.

Table 4-9				
Corps Project Authorization Change (PAC) Report Comments and Responses				
No.	Commenter	Agency	Comment	Response
16	James Pope	NCPA	Recommend that the EIS/EIR more clearly state in the opening paragraphs the various components of the DS/FDR, which agency has the responsibility for completion of each component, and the proposed cost sharing responsibility. Table ES-1 could be expanded to include the above request, and should include ecosystem restoration and L.L. Anderson work. The opening paragraphs should clarify that the only joint federal project is the auxiliary spillway.	Section 1.1 of the final EIS/EIR contains text clarifying this.
17	James Pope	NCPA	The process to allocate the joint federal project auxiliary spillway costs between safety of dams and flood control should also be discussed, along with the opportunity for public input on the proposed allocation. The 2002 Corp of Engineers Chief's Report indicated that approximately 48% of the proposed project cost would be allocated to safety of dams and 52% would be allocated to flood control. Later, a computation error was found in the report, and the proposed allocation was changed to 43% for safety and 57% to flood control. The basis of these allocations was not disclosed. We recommend the cost allocation process be made transparent for all of the project features and allow for public input.	The Corps definition of cost allocation is division of costs between project purposes. The term "cost distribution" is used because dam safety is not a purpose that generates benefits. Cost distribution and the development of Reclamation and Corps' work packages" are fully discussed in the final PAC report. Work packages are lists of work items each agency will do to complete the JFP. The final PAC report will be available for public review. The flood damage reduction (Corps) cost of the JFP will be reported in the PAC. The dam safety (Reclamation) work package cost of the JFP will be reported in the Reclamation Modifications report, which has no standard public review. The cost distribution done for the 2002 Long Term Study will be out of date if the JFP is approved. The JFP will provide the dam safety, and the Folsom Dam Raise will be 100 percent flood damage reduction purpose.

Table 4-9 Corps Project Authorization Change (PAC) Report Comments and Responses				
No.	Commenter	Agency	Comment	Response
18	James Pope	NCPA	We believe the separable costs/remaining benefits allocation procedure should be used to allocate the joint federal project costs for the auxiliary spillway. The costs that are specific to the Corps should be allocated to flood control, and Reclamation costs specific to safety of dams should be allocated in accordance with the existing safety of dams formula. We also believe that the estimated costs of the five alternatives, along with the benefits, should be included in the EIR/EIS. The estimated cost and benefits for the Preferred Alternative were shown on an informational display at the public hearing, but were not shown in the socioeconomics section of the EIS/EIR.	Separable Cost Remaining Benefit (SC-RB) is not used as it is not fully applicable to this project. SC-RB is designed for allocation between project purposes, and dam safety is not a project purpose. The project team found a more useful method is the proportional method that is described in the PAC Report. SC-RB as an alternative method is discussed in the Cost Distribution Appendix.
19	James Pope	NCPA	We are concerned that a flood control reservation is being set at between 400,000 acre-feet and 600,000 acre-feet for Folsom Dam, when a more flexible reservation system would greatly increase the value of the water resource. A flexible reservation should include factors such as the water type, the ability to make earlier releases to increase the flood control reservation as needed, and forecast based operations. Pre-releases could be made if a large storm approaches the area in order to create a larger flood control reservation. A strict acre-foot flood control reservation system may create too large of a hole in a dry water year to allow the reservoir to fill and meet the Folsom Dam water requirements.	As per WRDA 1999 (PL 106-53) an interim operation agreement is assumed to continue in place until completion of the Folsom Modifications Project. A long-term reoperation study which includes forecast based operations and the implementation of a new water control manual is currently being scoped parallel to this project. The final PAC report contains further information on this. The reoperation study will include the appropriate level of environmental analysis, agency, stakeholder and public coordination, and environmental compliance documentation.
20	James Pope	NCPA	We also support the continued utilization and improvement of forecast based operations to predict flood events. We believe it is important for the Corps to incorporate an advanced release methodology based on weather forecasts to reduce the flood exposure in California. A discussion of how the Folsom Reoperations Study ties into this EIS/EIR should be included in the document.	As per WRDA 1999 (PL 106-53) an interim operation agreement is assumed to continue in place until completion of the Folsom Modifications Project. A long-term reoperation study which includes forecast based operations and the implementation of a new water control manual is currently being scoped parallel to with this project. The final PAC report contains further information on this. The reoperation study will include the appropriate level of environmental analysis, agency, stakeholder and public coordination, and environmental compliance documentation.

Table 4-9				
Corps Project Authorization Change (PAC) Report Comments and Responses				
No.	Commenter	Agency	Comment	Response
21	James Pope	NCPA	There is little discussion on the temperature control shutters in the document. We believe this presents a great opportunity to design a more comprehensive temperature control device, similar to that being used for Shasta Dam, where water can be gathered from all levels of the reservoir and put through the generation penstocks. This would greatly enhance the ability to control American River temperatures, and would also eliminate the need to bypass the generators in dry water years, which deprives California of greenhouse gas emissions free power generation.	Comment Noted. Ecosystem Restoration function (which includes the shutters) is proposed to be carried forward as "Other Features" in the PAC.
22	James Pope	NCPA	The security features are only obliquely discussed under the alternatives listed in this EIS/EIR. The document did not provide any details regarding the anticipated cost or how those costs would be allocated to the various project purposes. We believe these issues should also be vetted in a public forum.	The Security Upgrades were adequately described in the EIS/EIR and all impacts to the human and natural environment were disclosed. The EIS/EIR is not the appropriate document for disclosing costs as related to the Security upgrades.
23	Alexander Coate	EBMUD	The document does not adequately support the use of the 400,000/670,000 acre foot variable reservation of flood control space (operating rule) as a key assumption in the No Action Alternative. The No Action Alternative should use the pre-1993 400,000 acre foot rule as the default.	As per WRDA 1999 (PL 106-53) an interim operation agreement is assumed to continue in place until completion of the Folsom Modifications Project. A long-term reoperation study which includes forecast based operations and the implementation of a new water control manual is currently being scoped parallel to this project. The final PAC report contains further information on this. The reoperation study will include the appropriate level of environmental analysis, agency, stakeholder and public coordination, and environmental compliance documentation.

Table 4-9 Corps Project Authorization Change (PAC) Report Comments and Responses				
No.	Commenter	Agency	Comment	Response
24	Alexander Coate	EBMUD	The Draft EIS/EIR's discussion of impacts and alternatives is insufficient because the document fails to address the implementation of new operations. The document states that any consideration of the impacts of changed operations cannot be determined and defers this discussion and development of operational alternatives to a point after this project has commenced. At that later point, however, operational alternatives could be constrained or favored by the physical solution that is selected and constructed. In addition the range of alternatives examined in the Draft EIS-EIR does not encompass alternatives involving downstream levees. The flood control alternatives and their impacts are too narrowly described in the Draft EIS/EIR to meet the requirements of NEPA.	As described in the final PAC report, one of the objectives of this effort is to work collaboratively with Reclamation to determine a project that would be functionally equivalent to the Folsom Modifications and Folsom Dam Raise projects while also addressing Reclamation's dam safety objective. Downstream alternatives would not address dam safety objectives, and are out of scope for a Safety of Dams project. Once the Auxiliary Spillway has been constructed and is functional, all releases made using the spillway will adhere to current operational criteria, and would not require changes to the Water Control Manual in order to operate.
25	Alexander Coate	EBMUD	The Draft EIS/EIR should address the range of financial impacts on CVP water contractors. Because the Draft EIS/EIR has deferred any discussion or evaluation of operational rules, there are no estimates of the economic/financial impact to CVP water contractors, due to likely changes to the operation of Folsom reservoir resulting from the Proposed Project and other alternatives. In turn, no remedies have been identified to compensate CVP water contractors for likely operational changes that could result in reduced water supply. The document, in other words, has failed to consider the indirect and cumulative impacts that are likely to result from the project.	Comment noted. Reservoir operations will not be impacted as a result of this project. All releases will be made in accordance with the current Water Control Manual. No impacts have been identified to water or power deliveries as a result of this project; therefore, no mitigation is required. Impacts to permanent reoperations, which are outside the scope of this project, will be addressed in a separate study that is currently being scoped. The final PAC report contains further information on this. The reoperation study will include the appropriate level of environmental analysis, agency, stakeholder and public coordination, and environmental compliance documentation.
26	Daniel Nelson	San Luis & Delta-Mendota Water Authority	Any costs attributed solely to Flood Damage Reduction must not be reimbursable by CVP contractors. For example, since Reclamation has determined that a dam raise and operable spillway gates are not required for Dam Safety, the DEIS/R should make it clear that any costs for a dam raise or in excess of the cost of a fuseplug spillway will not be borne by water and power users.	Comment noted. The final PAC report contains text clarifying this

Table 4-9				
Corps Project Authorization Change (PAC) Report Comments and Responses				
No.	Commenter	Agency	Comment	Response
27	Daniel Nelson	San Luis & Delta-Mendota Water Authority	The bridge to be constructed immediately downstream of the dam is not related to either Dam Safety or Flood Damage Reduction and no portion of the costs for the bridge are to be borne by CVP water and power users.	The EIS and the PAC are not on the bridge. The bridge was evaluated in an earlier EIS and Corps decision document in 2006. The report notes that Reclamation will make a determination on potential dam safety costs associated with the bridge.
28	Daniel Nelson	San Luis & Delta-Mendota Water Authority	We understand the Folsom operations are not a part of this environmental review, but some of the language in the DEIS/R could be confusing regarding this issue. It should be made clear that the Interim Operations pursuant to the agreement between Reclamation and SAFCA is a temporary plan and has not been analyzed under NEPA or CEQA as a long-term operations plan. Therefore, the baseline or "without project" alternative must be based on the 400,000 AF flood reservation only and not the variable flood reservation levels in the Interim Operations agreement.	As per WRDA 1999 (PL 106-53) an interim operation agreement is assumed to continue in place or until completion of Folsom Modifications. A permanent reoperation study, which will include the implementation of a new water control manual, is currently being scoped parallel to this project. The reoperation study will also analyze forecast based operations. The reoperation study will include the appropriate level of environmental analysis, agency, stakeholder and public coordination, and environmental compliance documentation.
29	Robert Stackhouse	CVP	Use of the 400,000/670,000 Acre-Foot rule as a key assumption in the No Action Alternative is flawed due to the uncertainty on continuation of that rule for Folsom reservoir operation over the design life of the Proposed Project. Firstly, although the 400,000/670,000 rule is embodied in the 2004 agreement between Reclamation and the Sacramento Area Flood Control Agency (SAFCA), that agreement terminates in 2018 or earlier and nothing compels SAFCA to enter into a new agreement with Reclamation with the same rule to span the design life of the Proposed Project. Secondly, the Water Resources Development Act of 1996 (WRDA) characterized the 400,000/670,000 rule as an interim rule until such time as a flood damage reduction plan for the American River has been implemented. The pre-1993 400,000 Acre-Foot rule presents the most plausible default for incorporation in the No Action Alternative.	As per WRDA 1999 (PL 106-53) an interim operation agreement is assumed to continue in place or until completion of Folsom Modifications. A permanent reoperation study which will include the implementation of a new water control manual is currently being scoped parallel to this project. The reoperation study will also analyze forecast based operations. The reoperation study will include the appropriate level of environmental analysis, agency, stakeholder and public coordination, and environmental compliance documentation.

Table 4-9 Corps Project Authorization Change (PAC) Report Comments and Responses				
No.	Commenter	Agency	Comment	Response
30	Robert Stackhouse	CVP	The Proposed Project enables and comtemplates studying a wider range of operations rules for flood control and other purposes than those in use today, and any changed rules resulting from those studies will have various impacts, both positive and negative, on water users and the environment. In addition, the range of alternatives for flood control does not address the range of possible alternatives involving downstream levees. Simply adopting existing plans for levee strengthening and upgrades fall far sort of the realistic range of alternatives that should be addressed. The	Comment Noted. As per WRDA 1999 (PL 106-53) an interim operation agreement is assumed to continue in place or until completion of Folsom Modifications. A permanent reoperation study, which will include the implementation of a new water control manual, is currently being scoped parallel to this project. The reoperation study will also analyze forecast based operations. The reoperation study will include the appropriate level of environmental analysis, agency, stakeholder and public coordination, and environmental compliance documentation. The selected plan would be operated using existing criteria until this study is completed, which is anticipated one year prior to completion of construction of the Auxiliary Spillway.
31	Robert Stackhouse	CVP	Extension to the prior comment: there are no estimates of the economic/financial impact to CVP water contractors, power customers of the Western Area Power Administration (WAPA), or other water users, or plausible or likely changes to operation of Folsom reservoir operation as a result of the Proposed Project or other alternatives. No remedies are identified to compensate CVP water contractors, power customers or WAPA, or other users, due to reduced water or power supply caused by plausible or likely changes to Folsom reservoir operation as a result of the Proposed Project or other alternatives. In short, the document fails to consider fully the indirect and cumulative impacts of the Proposed Project.	As per WRDA 1999 (PL 106-53) an interim operation agreement is assumed to continue in place or until completion of Folsom Modifications. A permanent reoperation study which will include the implementation of a new water control manual is currently being scoped parallel to this project. The reoperation study will also analyze forecast based operations. The reoperation study will include the appropriate level of environmental analysis, agency, stakeholder and public coordination, and environmental compliance documentation.
32	Robert Stackhouse	CVP	We would also like to reiterate our general understanding that there cannot be an allocation to CVP Contractors for costs for projects that do not meet an authorized CVP Project Purpose and/or are not designated as a Financially and Operationally Integrated part of the CVP. Neither document provides the background calculations from which the cost allocations were derived. In addition, neither document specifies entities. We are very interested in this information.	Comment noted. The final PAC report contains text clarifying this. Costs are not discusses in the EIS/EIR, it is not a financial disclosure document.

Table 4-9				
Corps Project Authorization Change (PAC) Report Comments and Responses				
No.	Commenter	Agency	Comment	Response
33	Robert Stackhouse	CVP	We also believe that any Safety of Dam allocation for any of these costs would be of sufficient significance to warrant a separate repayment period beyond the 2030 repayment deadline for pre-existing CVP Plant-In-Service costs as of 1980. Because these projects are not expected to be completed until time periods ranging from 2010 (at the very earliest) to 2020 (if there are scheduling delays), a 2030 repayment period would considerably compress the repayment period for these costs relative to the useful life of the project. Moreover, the CVP rate setting policies incorporate a 50-year repayment period for capital costs, which was used as the basis for determining a 2036 repayment date for the San Felipe Unit out-of-basin facilities costs.	Comment noted. The final PAC report contains text clarifying this
34	Robert Stackhouse	CVP	Within the last paragraph, elements that Reclamation and the Corps of Engineers would implement separately are mentioned, and a list "as summarized in the following paragraphs" is referenced. On what page is this list provided?	Comment Noted. Additional language and figures have been finalized since the Draft Report and will be included in the Final Report.
35	Robert Stackhouse	CVP	Regarding the top paragraph, was separate authorizing legislation provided for the Folsom Outlet Modifications Project, which was morphed by the Corps of Engineers into the Auxiliary Spillway Project? What was the PL number for this authorizing legislation for the Folsom Outlet Modifications Project?	Page 1-19, 1.5.9: Energy and Water Development Appropriations Action of 2006 (PL109-103) for the Auxiliary Spillway. Page 1-17 Mods authorization is WDRA 1999 (PL 106-53)
36	Robert Stackhouse	CVP	Will the referenced fuseplug in the top paragraph be built prior to the completion of the auxiliary spillway?	No, the proposed joint project is a 6 STG Auxiliary Spillway that will take the place of Reclamation's fuseplug.
37	Robert Stackhouse	CVP	In the top paragraph, why is there a reference to security activities? Have security activities been defined as part of the Joint Federal Project and either the Flood Damage Reduction or Safety of Dams program?	The Security upgrades are included in the EIS/EIR because they are a necessary part of the overall facilities upgrades. Much of the work required to install the security upgrades will take place on a dike, or a dam, and therefore any potential impacts from that work are required to be disclosed along with all of the other project features.

Table 4-9 Corps Project Authorization Change (PAC) Report Comments and Responses				
No.	Commenter	Agency	Comment	Response
38	Robert Stackhouse	CVP	Did the authorizing legislation for the Folsom Outlet Modifications project (which was subsequently revamped as the Auxiliary Spillway) specify a 100% flood control allocation?	No, but the purpose of flood damage reduction is implicit in the authorization, because it is specified in the documents referenced by the legislation. Section 128 of the Energy and Water Resources Appropriations Act of 2006 (PL109-103) authorizes the Corps and Reclamation to work together on an Auxiliary Spillway. .
39	Robert Stackhouse	CVP	What incremental acre-foot storage capacities would be provided by 3 1/2 foot, 7 foot, and 17 foot raise levels to the Folsom Storage facility? How does this compare to the acre-foot capacities that are expected to be generated through a Probably Maximum Flood?	The JFP and the TSP both lower the PMF pool elevation from the existing 483.3' el.
40	Robert Stackhouse	CVP	Are there specific (non-security related) safety requirements for the Folsom facility on the basis that it is designated as a National Critical Infrastructure facility?	Drew Lessard has been given this comment.
41	Robert Stackhouse	CVP	Why is the authorizing legislation for the Folsom Outlet Modifications project not included in the legislative citations?	Section 1.5 provides all authorities specific to the Folsom project (pages 1-9 to 1-20)
42	Robert Stackhouse	CVP	Is site security being incorporated into this project? If so, under what authorization is this being done?	USBR
43	Robert Stackhouse	CVP	Why is alternative 1 designated as a purely Safety of Dams alternative?	Alternative 1 does not provide any flood damage reduction benefits. It was designed to specifically address Safety of Dams issues.
44	Robert Stackhouse	CVP	Would any of the proposed projects impact water deliveries while construction is in progress?	The project will not have significant impacts to water or power deliveries. It may be necessary to disrupt service on a temporary basis during construction. Reclamation and the Corps are aware of the limitations of
45	Robert Stackhouse	CVP	Would deliveries to the City of Roseville, San Juan Water District, and Suburban Water District be significantly impacted during construction of any of the Corps' Folsom Dam Modifications projects?	The Corps is no longer proposing to build the Folsom Modifications Project. The Corps will participate in the construction for of the Auxiliary Spillway with Reclamation, and the Corps is proposing to construct a 3.5-ft raise. The construction of these features will not have significant impacts to water or power delivery.

Table 4-9				
Corps Project Authorization Change (PAC) Report Comments and Responses				
No.	Commenter	Agency	Comment	Response
46	Robert Stackhouse	CVP	The no action plan should be based on the fixed 400 thousand acre-foot storage space that has only been superseded on an interim basis.	As per WRDA 1999 (PL 106-53) an interim operation agreement is assumed to continue in place or until completion of Folsom Modifications. A permanent reoperation study which will include the implementation of a new water control manual is currently being scoped parallel to this project. The reoperation study will also analyze forecast based operations. The reoperation study will include the appropriate level of environmental analysis, agency, stakeholder and public coordination, and environmental compliance documentation.
47	Robert Stackhouse	CVP	Why does the No-Action Plan include the implementation of several projects that will affect the Folsom Dam's flood capacity and one project (the Folsom Bridge) that will not have any bearing on the safety or flood capacity of the Folsom Dam.	The Folsom Bridge is being carried forward as congressionally authorized as part of the Folsom Dam Raise project. Chapter 1 of the EIS/EIR and the final PAC Report contain text clarifying this.
48	Robert Stackhouse	CVP	It is our understanding that there will be no cost allocation to CVP Contractors on the basis that the LL Anderson facility is not an integrated component of the CVP and is not owned by the Federal Government. Our understanding is further reinforced by the statement that the Placer County Water Agency will independently implement this project.	Improvements to the LL Anderson Dam are not part of the currently recommended project. Placer County Water Agency is the owner of the dam responsible for improvements required for FERC relicensing.
49	Robert Stackhouse	CVP	In figure ES-2, how do we get access to the back-up calculations that were used to derive the 172.8 million Dam Safety allocation in the section titled "6 STG Element"?	Some of the backup calculations are in Appendix F Cost Distribution. Further backup may be obtained by contacting the Corps, Sacramento District, and Reclamation Central California Area office.

Table 4-9 Corps Project Authorization Change (PAC) Report Comments and Responses				
No.	Commenter	Agency	Comment	Response
50	Robert Stackhouse	CVP	In figure ES-2, how was the Non-Federal Share for the Temporary Bridge of \$9.6 million determined? Why is there an additional \$28.0 million in non-Federal cost estimated for Added Features"? What are these additional features, and who will pay these costs?	Cost sharing determination of the Folsom Dam Bridge is shown in the American River Watershed Project Folsom Dam Raise, Folsom Bridge Post Authorization Decision Document, September, 2006, available at the Corps. The term "added features" has been revised to "other features" to reflect the other features of the authorized Raise Project that are being carried forward with no recommended changes (Folsom Bridge and ecosystem restoration). Costs of the ecosystem restoration project would be paid by the Corps and its non-federal sponsors. The final PAC contains text clarifying this.
51	Robert Stackhouse	CVP	In table ES-6, why does the Authorized Folsom Modification Project have no Safety of Dams allocation, while the "6 STG Element" includes \$172.8 million in safety of Dams costs?	See Section 3.1 Folsom Modifications Project, especially Section 3.1.3. The Folsom Modifications Project earlier design had no significant dam safety function. The Auxiliary Spillway design under the Recommended Plan in table ES-6 provides hydrologic dam safety and costs are distributed to both dam safety and flood damage reduction.
52	Patrick Porgans	Porgans & Associate	The Folsom Dam facilities should be returned to the Army Corps of Engineers and jointly operated with the Sacramento Area Flood Control Agency, primarily for "flood control" protection, power production, recreation, and fish and wildlife enhancements/protections within the American River Watershed. A minimum of 500,000 acre-feet of the reservoir should be made available during the entire flood season for flood control storage, weather and watershed conditions permitting. This recommendation can be accommodated by the proposed structural changes at the dam, designed to allow for the release of water when the reservoir is at lower elevations. Furthermore, the reduction in the rate of discharge will limit the erosive impacts on downstream levees along the American river and throughout the Delta.	Comment Noted. As per WRDA 1999 (PL 106-53) an interim operation agreement is assumed to continue in place or until completion of Folsom Modifications. A permanent reoperation study, which will include the implementation of a new water control manual, is currently being scoped in parallel with this project. The reoperation study will also analyze forecast based operations. The reoperation study will include the appropriate level of environmental analysis, agency, stakeholder and public coordination, and environmental compliance documentation.

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53	Patrick Porgans	Porgans & Associate	Based upon the proposed alternatives for the Folsom facilities, the impacts on existing storage may be minimal under most scenarios. It may be argued that under the proposed alternatives, accomplishment of the safety and flood protection can be achieved without any reduction in annual yield to Reclamation's federal Central Valley Project water contractors. It is P&A's position that the water that Reclamation delivers to its contractors has and continues to impact public trust resources and private property within the American River watershed.	Comment Noted.
54	Patrick Porgans	Porgans & Associate	All water impounded in the reservoir after the flood season has ended, should be allocated for existing municipal and industrial purposes, recreation, power production and for the protection and enhancement of "public trust" resources.	Comment Noted.
55	Patrick Porgans	Porgans & Associate	The outstanding capital component owed by the agricultural contractors can be derived from Congress, sale of power, and/or from other local sources. If you need more information, please contact P&A accordingly.	Comment and information offer noted.
56	Bruce De Terra	Dept. of Transport	Under the Common Features levee improvements below Folsom Dam, it is planned that completion of improvements to the levees along the lower American and Sacramento Rivers would allow these levees to "safely contain sustained water releases of up to 160,000 cubic feet per second (cfs) from Folsom Dam." The DEIR needs to identify the potential damage to bridges downstream from Folsom Dam due to such sustained releases. With sustained high velocity water releases, mitigation to minimize structural bridge damage and potential traffic disruption should be identified.	Comment Noted. The Auxiliary Spillway, once completed, will be operated in accordance with the existing Water Control Manual. All releases will fall within current operations criteria. The project, as described in the EIS/EIR, will not have impacts to structures downstream, including bridges. This will be further analyzed, with the appropriate level of environmental analysis, agency, stakeholder and public coordination during the long-term reoperation study that is currently being scoped parallel to this project.

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57	Bruce De Terra	Dept. of Transport	On October 24, 1995, FHWA delegated Caltrans the responsibility of informing local City and County Governments and their respective agencies of the need to bear responsibility and cost for bridge impacts if local governments have been found negligent in their actions toward the protection of such structures. Accordingly, the Project needs to identify measures, if any, needed to protect the stability and structural integrity of downstream bridges from high velocity water release impacts.	Comment Noted. The Auxiliary Spillway, once completed, will be operated in accordance with the existing Water Control Manual. All releases will fall within current operations criteria. The project, as described in the EIS/EIR, will not have impacts to structures downstream, including bridges. This will be further analyzed, with the appropriate level of environmental analysis, agency, stakeholder and public coordination during the long-term reoperation study that is currently being scoped in parallel to this project.
58	Bruce De Terra	Dept. of Transport	It is not clear whether studies of hydraulic impacts and water surface elevations adequately discuss proposed increases in water velocities and any attendant erosion upstream, downstream or at the bridge sites. The proposed raising of the levees on both the American and Sacramento Rivers and the resulting increased flows could have significant impacts on the ability of the bridge structures to safely handle the increased flows. The proposed 160,000 cfs volume is considerable higher than the 120,000 cfs used in our current analysis. Additionally, the increased water height may inundate some of the bearings on the lower clearance bridges. Consequently, we request hydraulic reports, along with the detailed scour analysis of all the bridges below Folsom Dam on the American River. To the extent that the high velocity water releases will create adverse impacts beyond the confluence, we will need similar information for the affected bridges on the Sacramento River.	Comment Noted. The Auxiliary Spillway, once completed, will be operated in accordance with the existing Water Control Manual. All releases will fall within current operations criteria. The project, as described in the EIS/EIR, will not have impacts to structures downstream, including bridges. This will be further analyzed, with the appropriate level of environmental analysis, agency, stakeholder and public coordination during the long-term reoperation study that is currently being scoped parallel to this project.

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Corps Project Authorization Change (PAC) Report Comments and Responses				
No.	Commenter	Agency	Comment	Response
59	Bruce De Terra	Dept. of Transport	With higher velocity releases planned from the Folsom Dam, the EIR should address whether changes in bridge inspection procedures should be made to respond to higher water volume and velocity releases. Caltrans would be pleased to meet with project proponents to discuss how to address this matter and to provide technical information that we have that will assist in evaluating bridge issues. To schedule a meeting, please call Ken Champion at (916) 274-0615.	Comment Noted. The Auxiliary Spillway, once completed, will be operated in accordance with the existing Water Control Manual. All releases will fall within current operations criteria. The project, as described in the EIS/EIR, will not have impacts to structures downstream, including bridges. This will be further analyzed, with the appropriate level of environmental analysis, agency, stakeholder and public coordination during the long-term reoperation study that is currently being scoped parallel to this project.
60	Beth Luser	Citizen	The Folsom Dam was originally built with certain specifications regarding the height, water holding capacity, and number of outlets in the base. To raise the height in order to increase the holding capacity and at the same time cut more outlets in the base, in my thinking, would weaken the original base. Also, late last year, the Sacramento Bee published a statement from the Corps of Engineers saying that it would be very difficult to find competent workers to do this kind of reconstruction. The answer to flood protection is the complete the Auburn Dam promptly.	Comment noted. The proposed joint project is a 6-STG Aux spillway, instead of the authorized project to enlarge the outlets on the Main Concrete Dam.
61	Clyde Matson	Citizen	As I recall, after some number of years, the management of the dam facilities decided that now was the time to "test the gates." This was during a period of high inflows and the first gate broke upon opening. The broken gate was open and put almost enough water down river to over top the levees. I have looked at the levee plans (not well) and looked at the sketch of the dam modifications. As I see it, more gates are being added and on the south end of the dam, a dirt berm is planned. The comment that was made about this berm was that if the water got to the point of over-topping, then this berm would wash out and prevent over-topping the dam. The problem I see is the berm is at least as wide as three gates, at a minimum. And once washed out is uncontrollable as to flow. The looks like a REAL problem to me and will be to most of Sacramento. I believe this is asking for another New Orleans levee failure. What do you think?	If Reclamation was doing a dam safety only project they would use a fuse plug design ("dirt berm"). What is proposed for the joint project is a permanent 6 submerged tainter gate structure that would address flood damage reduction and dam safety. Please see the description of Alternative 1 in the EIS/EIR.

Table 4-9 Corps Project Authorization Change (PAC) Report Comments and Responses				
No.	Commenter	Agency	Comment	Response
62	Ronald Stork	Friends of the River	PAC pp. ES-1 & 1-2: The background discussion could benefit from greater precision. Specific sections (see memo) may incorrectly lead readers to conclude the following: 1) The 1986 American River flows were record inflows, 2) these record flood flows required the release of “unprecedented” high flows from Folsom Dam, and 3) there was widespread encroachment of design freeboard of Sacramento Area levees. There are problems with each of these statements that may mislead the reader. The final documents should be revised to provide the reader with a more accurate, complete, and useful description of the background circumstances that resulted in the last two decades of flood-control planning in the Sacramento area. (See Friends of the River memo for more specific details and recommendations).	<p>The reviewer's analysis does not paint the full picture regarding record inflow. Note that the data cited does not reflect the effects of the Auburn cofferdam failure. Concur that release of 130,000 cfs was not <u>required</u>. Suggested replacement text is as follows:</p> <p><i>In February 1986, major storms in Northern California caused record flood flows in the American River basin. Due to the failure of the Auburn Dam cofferdam, Folsom officials released 130,000 cfs. Unprecedented high outflows from Folsom Dam and Reservoir, together with high flows in the Sacramento River, caused water levels to rise above near the design freeboard of levees protecting the Sacramento River area.</i></p>
63	Ronald Stork	Friends of the River	PAC Report, p. 3-2: The PAC report asserts the following: "To date, and based on current technology, no reliable forecast-based operation has been identified that could be implemented without the potential for both induced flooding in other areas of the Central Valley and major impacts to other water resources outputs from Folsom Reservoir." This statement makes inferences as to facts and law that both appear to be both premature and in error. The draft EIS/EIR appears to provide a more careful and satisfactory explanation of the process and considerations that may result in operational (including forecast-based) changes to Folsom Reservoir operations once construction is complete. Other similar discussions concerning revisions to the Water Control Manual can be found throughout the draft EIS/EIR (pp. 1-8, 1-9, 1-43, for example). If language in the PAC Report cannot be constructed to provide the reader with a clearer grasp of the opportunities and considerations involved in developing a revised Water Control Manual that resumes forecast-based operations, the misleading PAC report language should be deleted and the draft EIS/EIR language can stand alone.	A permanent reoperation study which will include the implementation of a new water control manual is currently being scoped in association with this project. The reoperation study will also analyze forecast based operations. The reoperation study will include the appropriate level of environmental analysis, agency, stakeholder and public coordination, and environmental compliance documentation. Section 2.5.1 of the final PAC Report contains language clarifying this.

Table 4-9 Corps Project Authorization Change (PAC) Report Comments and Responses				
No.	Commenter	Agency	Comment	Response
64	Ronald Stork	Friends of the River	<p>We noted with some interest the depiction of the calculated annual risk or recurrence interval associated with the Corps of Engineers' or Reclamation's estimated PMF(s). By their very conception and purpose, PMFs are not high probability events. Indeed, they are created by modelers to size dam-safety features such as spillways so that an exceedance never occurs. We suggest that the draft EIS/EIR contain a more accurate description of the purposes for which PMFs are created and their highly improbable nature. Also, when describing the annual risk or recurrence intervals of such a high-flow event, it would be helpful to explain that these are calculated extrapolation estimates and that the actual probability distribution of the American River PMF, or any PMF, is not known. Nevertheless, regardless of calculated frequency estimates, it is Reclamation's policy and a general dam-safety standard to construct spillways adequate to convey PMF estimated flows where the consequences of failure are significant.</p>	<p>Concur. Generally, the PMF event is extremely rare such as 1/10⁵ to 1/10⁴. Statistical gurus have dissuaded us from estimating or labeling events beyond the 1/200 using the unregulated frequency curves developed for the American R basin. At this time, several interested parties are trying to develop a method for determining the frequency for extreme events. Suggested replacement text is as follows:</p> <p><i>Recent estimates indicate that a frequency of flood approximately the same size as a PMF would have a recurrence interval somewhere between 1 in 7,100 and 1 in 22,000 years. between 1 in 10⁵ and 1 in 10⁴. At this time, several interested parties are trying to develop a method for determining the frequency for such an extreme event on the American River. For dam safety purposes, the PMF event is necessary for sizing the spillway to prevent dam overtopping where the consequences of failure are significant.</i></p>
65	Ronald Stork	Friends of the River	<p>Finally, we request that project performance also be portrayed in terms of the reservoir design flood—that is, the volume of the design hydrograph in terms of peak, 1-day mean, and 3-day mean, or perhaps 5-day mean flows in cfs that can be accommodated before some critical design constraint such a design freeboard at the dam, dike, or levee is encroached. These operational constraints should, of course, be documented as well. The purpose for such documentation is to permit comparison of historic and modeled floods with contemporary performance estimates as well as those that are available in historical flood-damage-reduction planning documents before the adoption of level-of-protection or risk-and-uncertainty-based performance descriptions.</p>	<p>Do not concur. This information would be better suited in the hydrology section of the EDR rather than in the PAC or EIS/EIR.</p>

Chapter 5

Document Recipients

This Chapter lists Federal, State, regional, and local public and private agencies and organizations that have either received a copy of this Final EIS/EIR or a notification of document availability. In addition to the regulatory agencies, agencies with special expertise or interest in evaluating environmental issues related to the project are included. Private agencies, organizations, and individuals who may be affected by the project or who have expressed an interest in the project through the public involvement process are also included.

The Folsom DS/FDR Final EIS/EIR is available on the internet at:

http://www.usbr.gov/mp/nepa/nepa_projdetails.cfm?Project_ID=1808

Copies of the Final EIS/EIR are available for public review at the following locations:

- Bureau of Reclamation, Denver Office Library, Building 67, Room 167, Denver Federal Center, 6th and Kipling, Denver, CO 80225
- Bureau of Reclamation, Mid-Pacific Regional Office Library, 2800 Cottage Way, W-1825, Sacramento, CA 95825-1898
- El Dorado County Library, 345 Fair Lane, Placerville, CA 95667-5699¹
- Folsom Public Library, 300 Persifer Street, Folsom, CA 95630¹
- Natural Resources Library, U.S. Department of the Interior, 1849 C Street NW, Main Interior Building, Washington, DC 20240-0001
- Roseville Public Library, 225 Taylor Street, Roseville, CA 95678¹
- Sacramento Central Library, 828 I Street, Sacramento, CA 95814-2589¹

¹ Hard copies of the Final EIS/EIR are available at this library and include a separate volume (Vol. IV) that contains hard copies of all comments received on the Draft EIS/EIR and all responses.

5.1 Elected Officials and Representatives

Governor of California
 Honorable Arnold Schwarzenegger
United States Senate
 Honorable Barbara Boxer
 Honorable Dianne Feinstein
House of Representatives
 Honorable John Doolittle
 Honorable Doris Matsui
 Honorable Daniel Lungren
California Senate
 Honorable Dave Cox
California Assembly
 Honorable Roger Niello
 Honorable Ted Gaines
 Honorable Alan Nakanishi

5.2 Government Departments and Agencies

5.2.1 U.S. Government

Advisory Council on Historic Preservation
Agricultural Stabilization and Conservation Service
Army Corps of Engineers
Bureau of Land Management
Bureau of Reclamation
Council on Environmental Quality
Environmental Protection Agency
Federal Emergency Management Agency
Federal Highway Commission
Fish and Wildlife Service
Geological Survey
National Marine Fisheries Service
National Park Service
Natural Resources Conservation Service
Office of Environmental Project Review
Western Area Power Administration

5.2.2 State of California

Senate Committee on Natural Resources
Assembly Committee on Water, Parks, and Wildlife
Air Resources Board

California Water Commission
Central Valley Regional Water Quality Control Board
Department of Conservation
Department of Corrections
Department of Fish and Game
Department of Parks and Recreation
Department of Transportation
Department of Water Resources
Native American Heritage Preservation
Office of Transportation Planning
Reclamation Board
State Clearinghouse
State Lands Commission
Water Resources Control Board

5.2.3 Regional, County, and City

City of Folsom
Folsom Tourism Bureau
Folsom Chamber of Commerce
El Dorado County
Granite Bay Advisory Council
Placer County
Sacramento Area Flood Control Agency (SAFCA)
Sacramento County
Sacramento Metropolitan Air Quality Management District (SMAQMD)
Sacramento Metropolitan Chamber of Commerce
El Dorado County Water Agency
San Luis and Delta-Mendota Water Authority
East Bay Municipal Utility District (EBMUD)
County Sanitation District 1 (CSD-1)/Sacramento Regional County
Sanitation District (SRCSD)
Central Valley Project Water Association
Northern California Power Agency

5.3 Private Organizations and Businesses

SARA – Save The American River Association
El Dorado Irrigation District
Friends of the River
LARTF – Lower American River Task Force
Sacramento Valley Marine Association
Northern California Marine Association

5.4 Members of the Public

All members of the general public who requested a copy of the Final EIS/EIR will be mailed either an electronic version (on CD) or a hard copy of the document.

Additionally, those who submitted comments on the Draft EIS/EIR and provided complete mailing addresses will also receive a copy of the Final EIS/EIR document.

Chapter 6

References

U.S. Army Corps of Engineers. 2002. *American River Watershed, California, Long-Term Study Final Supplemental Plan Formulation Report EIS/EIR, (Vol. I-III)*. February 2002.

U.S. Army Corps of Engineers. 2004. Letter to SAFCA regarding release capacity of dam and capacity of downstream levees. December 9, 2004.

U.S. Army Corps of Engineers. 2005. *American River Watershed, California, Folsom Dam Modification Project Final Environmental Assessment/Initial Study*, October 2005.

U.S. Army Corps of Engineers. 2006. *American River Watershed Project, Folsom Dam Raise, Folsom Bridge Public Draft Supplemental Environmental Impact Statement/ Environmental Impact Report* May 2006.

Appendix A
Comments and Responses on the
Draft EIS/EIR

Appendix A

Comments and Responses on the Draft EIS/EIR

Appendix A presents the index of entities submitting comments, the text of the comment, and the Partner Agencies' responses to the comments. This appendix accompanies Chapter 4 of the Final EIS/EIR. The appendix is an interactive table that must be viewed using Adobe Acrobat Reader. All full text comments are included in the table. Responses can be viewed by scrolling a cursor over the yellow highlighted areas in the table. A “pop up” box will appear that contains the response to the comment. See below for specific instructions.

To save paper, the comments and responses are provided in electronic format only. The table is best viewed in Adobe Acrobat Reader 6.0 and above. Adobe Acrobat Reader is available for download at <http://www.adobe.com>.

The pdf file for the interactive table is named “Appendix_A_I.pdf”. In instances that the interactive table does not work, a complete pdf file of the comments and responses is also included on the CD in a file named "Appendix_A_II.pdf". All comments and responses can be viewed from this file or printed (please note that the file is 372 pages). If the interactive table file is printed, responses will NOT be shown. The third file named “Appendix_A_III.pdf” presents copies of the original comment letters, emails and verbal comment transcripts.

For members of the public without the means to access/read the electronic format version, hard copies of the comments and responses are available for review at the El Dorado County Public Library, Folsom Public Library, Roseville Public Library, and Sacramento Central Public Library.

In many instances, the response in the “pop up” box directs readers to a “Topical Response.” Topical responses address those comments received during the formal comment period that were either frequent in nature, involved a common theme, or both. All topical responses can be found in Chapter 4 of the Final EIS/EIR. The following table identifies the subject and specific section for each topical response.

Table A-1 Topical Response Subjects and Associated Sections in Chapter 4 of the Final EIS/EIR	
Topical Response Subject	Section
Recreation Mitigation	4.3.1
Public Involvement	4.3.2
Socioeconomic	4.3.3
Affected Property	4.3.4
Property Values	4.3.5
Auburn Dam	4.3.6
Operations	4.3.7
Relationship of Safety of Dams, Joint Federal Project, and Flood Damage Reduction	4.3.8
Transportation and Circulation	4.3.9
Noise	4.3.10
Air Quality	4.3.11
Vegetation and Wildlife	4.3.12
New Folsom Bridge	4.3.13

Specific Instructions for Use of Interactive Comment Response Table

The pdf file is named “Appendix_A_I.pdf”. The interactive pdf file contains a table with each commenter's name and the comment number. Tables A-2 through A-5 indicate the commenter and associated comment number.

To see the Responses:

The pdf comment and response file contains the comment number in the first left column, the name of the commenter in the second column, and then the comment in the final column. Each comment has been broken down into several sub-topics, when necessary.

To see the response to each sub-topic, run your cursor over the highlighted text. A response box will pop up with a response to the comment. Click once in the response box as soon as it pops up and it will stay on the screen. If you do not click in the response box, the box will disappear when you move your cursor off the highlighted text. To make the response box disappear, you can either click outside the response box once, or you can use the small “x” at the top right corner of the response box to close it. Some responses may be several lines long. There is a scroll bar that will appear on the right side of the response pop-up box if this is the case. Simply scroll down to see the rest of the comment.

If you have difficulty reading the response pop-up box, you can resize it or move it around.

To resize the response pop-up box:

To resize the response pop-up box, run your cursor over the bottom right corner of the pop-box. Click and drag the corner of the box to resize it.

To move the response pop-up box:

There is a menu in the response pop-up box called "Options". You can click on the menu "Options", and then click on "Reset Pop-up Note Location" to move the box around. After you have selected this option, simply click and drag the box holding down the left mouse button. You can also move the box by simply clicking and dragging the top yellow bar in the response pop-up box whenever it is open.

Comment Numbers

The following tables identify the commenter and corresponding comment number. Comment numbers are found in the left column of the interactive tables.

<i>Table A-2 Elected Officials and Representatives Comments</i>	
<i>Government Official or Representative</i>	<i>Comment Number</i>
Dave Cox, Senator, First District	255
Alan Nakanishi, Assemblyman, 10th District	255
Ted Gaines, Assemblyman, Fourth District	255
Roger Niello, Assemblyman, Fifth District	255

<i>Table A-3 Federal and State Agency Comments</i>	
<i>Federal or State Agency</i>	<i>Comment Number</i>
U.S. Environmental Protection Agency	416
California Department of Transportation (CALTRANS)	5
California Department of Boating and Waterways	169
California Department of Parks and Recreation	312

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Local Agency	Comment Number
Sacramento Metropolitan Chamber of Commerce	334
Folsom Tourism Bureau	32, 390
Folsom Chamber of Commerce	17, 389
City of Folsom	392
El Dorado County	310, 394
Sacramento Metropolitan Air Quality Management District	406
El Dorado Irrigation District	415
El Dorado County Water Agency	400
San Luis and Delta Mendota Water Authority	184 to 186
East Bay Municipal Utility District (EBMUD)	166
County Sanitation District 1 (CSD-1)/Sacramento Regional County Sanitation District (SRCSD).	395
Central Valley Project Water Association	20, 78 to 94
Friends of the River	347
Sacramento Valley Marine Association	42
Northern California Marine Association	34, 187
Northern California Power Agency	19, 232

Comment Made by:	Comment Number	Comment Made by:	Comment Number	Comment Made by:	Comment Number
Keoni Almeida	1	Assunta L. Seivert	143	David L Brown	285
Jason Zarghami	2	John and Cheryl Mandsager	144	Krista Fisher	286
Patrick Porgans	3	Maria Paladino	145	Scott and Viera Weldy	287
Anonymous	4	Phil	146	Greg Mercurio	288
Ken Champion	5	Jennifer Hamilton	147	Clyde Matson	289
Jim Silvester	6	Michelle Thompson	148	Kasia Turkiewicz	290
Bruce Beck	7	David Lancisi	149	Mike Wall	291
Rosemary Beck	8	Ann Lindner	150	Michael Cann	292
Robin Sharp	9	Heather Sibilla	151	Mark and Kathy Van Saun	293
Alan Hersh	10	Ann Lindner	152	Keith Faust	294
Frank Myers	11	Lynn Derrick	153	Dean Deguara	295
Phil Maestre	12	Terry and Jim Lehman	154	Shari Warr	296
Mary Henriksen	13	Greg Fales.	155	Phil Vaughan	297

Table A-5 Comment Index					
Comment Made by:	Comment Number	Comment Made by:	Comment Number	Comment Made by:	Comment Number
Aaron Boring	14	Doug Pepper	156	George Wyatt	298
Mach Bishop	15	Vicky Cackler	157	John and Sharon Sarno	299
Chris Hodges	16	Chantell Harp	158	Janelle & Curtis Mau	300
Bill Watson	17	Anonymous	159	Randy Pike and Family	301
Steve Hodges	18	Robert Flores	160	Susan Akin and Family	302
Jerry Toenyas	19	Naomi Wooten	161	Nicole Benson	303
Russ Harrington	20	Kristine Olding and Family	162	Debbie Sultan	304
Madeleine Moseley	21	Daryl Stieve	163	Lynn & Eric Bonzell	305
Robert Giacometh	22	Dan & Sheri Stafford, and family	164	Aimee Wendell	306
Doug Pepper	23	robert halldorson	165	Lynn Derrick	307
Alfred P. Bulf	24	Garth C Hall	166	Ann Lindner	308
Mechelle Gooch	25	Kelly James	167	Ken & Susan Doherty	309
Ian Cornell	26	Gary Devers	168	Steven D Hust	310
Carol James	27	Raynor Tsuneyoshi	169	Bruce and Rosemary Beck	311
Elinor Brady	28	Karin Miller	170	Jim Micheaels	312
Renee Howle	29	Joel & Cathy Miller	171	Robert H. Miller III	313
Mike Coffman	30	Leslie Nagel	172	Greg Cook	314
Patricia Gibbs	31	Derek & Deborah Reinbolt	173	Jeremy Bernau	315
Robert Holderness	32	Stacey Mefford	174	Catherine Vestito	316
Don Reid	33	Cheryl & Andy Kurimay	175	Jeff Kirsten	317
MK Veloz	34	Chere' Presley	176	Jeff Mittner	318
Victor Becerril	35	Dan Otis	177	Brian Joder	319
Kent Zenobin	36	Angie McLaughlin	178	David and Karen Delparte	320
Kris Gardner	37	Liz Young	179	Kelly Beninga	321
Taylor Zenobin	38	Teresa Romero	180	Peg Coverdale	322
Sarah Griffith	39	Chris Landry	181	Maureen Snyder	323
Keoni Almeida	40	Carrie Cain	182	Chris Wagner	324

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Table A-5 Comment Index					
Comment Made by:	Comment Number	Comment Made by:	Comment Number	Comment Made by:	Comment Number
Cindi Dulgar	41	Maria Errante	183	Kristin and Robert Jeffrey	325
Paul Moynier	42	Daniel G Nelson	184	Don Hendricks	326
Gene Moynier	43	Daniel G Nelson	185	Cheryl Walters	327
Michelle Lipowski	44	Daniel G Nelson	186	Sharon Kindel Rosalie Barton	328
James Clayburn	45	M'K Veloz	187	Obie Miller	329
Jon Soderman	46	Jane Pearson	188	Clint Claassen	330
Charles A Hooper	47	Branton and Jennifer Obenaus	189	Jennifer Claassen	331
Renee Howle	48	Michael Avakian	190	Russ Fay	332
Dennis Swenson	49	Marcus MacTaggart	191	Anonymous	333
Ken Christensen	50	Jill Ellis	192	Matthew R Mahood and John A Lambeth	334
Russ Knapp	51	mair auerbach	193	Laura Hudak	335
Duane Cooney	52	Lisa Tomiak	194	Kay Ann Markham	336
Cindy Speer	53	Jackie Kolander	195	Jodi Wright	337
Meilssa Green	54	DS	196	Anonymous	338
Russ and Lisa Hoy	55	John and Cheryl Mandsager	197	Kevin A. Miller	339
Jason Zarghami	56	Anonymous	198	Dianna Bowling	340
Ericka Cooney	57	George R Koch	199	Kim Carrasco	341
Brian and Cindi Dulgar	58	Ian B Cornell et al.	200	Richard A. Shaw	342
Sandy McKaig	59	Carole and David Jones	201	Denise Hackett	343
Jim Snook	60	Rick Miller	202	Debra Rose	344
Craig R Larson	61	David Graves	203	Chris Jennings	345
Carol James	62	John and Sandii Dalessi	204	Leslie Grayson	346
Chet Bloyd	63	Anonymous	205	Ronald Stork	347
Mike Garner	64	Thomas E. Leard	206	Duran Quick	348
John Poiriroo	65	Phil Lugo	207	Bonnie Amoruso	349
John Poiriroo	66	Ted and Maggie White	208	Jerry Boyd	350
Kevin Kraft	67	Mark Rucker	209	Dave Buck	351
Peter Clark	68	Nigel Olding	210	Daylene Buck	352
Todd Drybread	69	Brady Beckmann	211	Neil Pearl	353

Table A-5 Comment Index					
Comment Made by:	Comment Number	Comment Made by:	Comment Number	Comment Made by:	Comment Number
Scott Howlett	70	Brett Heeke	212	James D. Sprenger	354
Rick and Pam Patterson	71	Matt Henry	213	Maria Noori	355
Sheila and Tom Leard	72	Sonia Deauville	214	Julia Fox	356
G R Petersen	73	Darrell Fullerton, Robert Hicks, Diane Star AndersonHicks	215	<i>Linden 'Chip' Lim</i>	357
Greg Fales	74	P McM	216	Jim Donnell	358
Marco and Patti Palilla	75	Susan Patchett	217	Barbara Zawadzki	359
Jonathan Walburger	76	Mr. Kelley V. Thorn	218	Jane Cook	360
Dawn Lockwood	77	Barbara	219	Bruce R. Thomas	361
Robert F. Stackhouse	78	Fernando Gaudy	220	Barry Fowler	362
Robert F. Stackhouse	79	Anonymous	221	David Pate	363
Robert F. Stackhouse	80	Robert Jeffrey	222	Casey Keller	364
Robert F. Stackhouse	81	Charlie Parrish	223	Jeff Onderko,	365
Robert F. Stackhouse	82	Anonymous	224	Robert Simpson	366
Robert F. Stackhouse	83	Vicky Walasek	225	James A Cost	367
Robert F. Stackhouse	84	Andy Benson	226	Steve Canova	368
Robert F. Stackhouse	85	Teresa Black	227	Barry Calfee	369
Robert F. Stackhouse	86	Roy Moore	228	Richard Reid	370
Robert F. Stackhouse	87	Jim Kinnicutt	229	Scott T. Davis	371
Robert F. Stackhouse	88	Neva J Cimaroli	230	James A. Roberts	372
Robert F. Stackhouse	89	Paul Moynier	231	James A. Roberts	373
Robert F. Stackhouse	90	James H Pope	232	Dan and Dalisa Sanford	374
Robert F. Stackhouse	91	Kristi Cooper	233	Elizabeth and Brian Kastern	375
Robert F. Stackhouse	92	Marilyn and Alan Daily	234	Martin Kiff	376
Robert F. Stackhouse	93	Matt & Emily Brayton	235	Michelle Schelgel	377

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Robert F. Stackhouse	94	Michael G Butler, Jr	236	Emily Daniels	378
Jim Bayless	95	Sherrri McNear	237	Veronica Thompson	379
Lyndsay Smith	96	Sandy Econome	238	Kathi Hamburg	380
Anonymous	97	Gail and Dennis Wierzba	239	Vickie Lee	381
Terry and Jim Lehman	98	Linton A. Brown	240	Marty and Judy Boyea	382
Brian Austerman	99	Sharlene & Calvin Kasadate	241	Annette Manz	383
Mark Duer	100	Deb and Tony Baratta	242	Jean Peterson	384
Tim Steele	101	Raymond D. Hart, P.E. G.E	243	Fred Tombo	385
Beth and Jim Carlsen	102	Jason Fanselau	244	Pam Langbehn	386
Cindy Becker	103	Bruce R. Thomas	245	Taira Byrne	387
Jim Thompson	104	Jim Carlsen	246	Thomas E Martin	388
Michael S. Hardoin	105	Jeff Angeja	247	Joseph P Gagliardi	389
Angela Ankhelyi	106	Amber Kennedy	248	Mary Ann McAlea	390
Chris and Susan Zaffree	107	Margaret Wong	249	Anonymous	391
Lynda Lescault	108	Ron Wisdom	250	Kerry L Miller	392
Doug Zezoff	109	Mark Younger	251	Kelly Richardson	393
Jim Cassio & Deborah Moreno	110	C. Fred Wilcox	252	Gregory L. Fuz	394
Jamie Ellsworth	111	Scott and Teri Becker	253	Michael Myer	395
Darcie Eichner	112	Stephen Templeton	254	Robert W Bense	396
Vicky Cackler	113	Dave Cox	255	John P Fondale	397
Casey Keller	114	Rana and Bryan Church	256	Rich Rumsey	398
Chris Storz	115	Jeanne and Albert Pfaff	257	Ben Roth	399
Leslie Storz	116	Jeff Hopkins	258	William T Hetland	400
Donna Gentry	117	Robert dulinski	259	Linda Freeman	401
Joanna Diaz	118	Arthur D. Shmarak	260	Peter	402
Kimberlee Jones	119	Lori Neal	261	Robin Clary	403

Table A-5 Comment Index					
Comment Made by:	Comment Number	Comment Made by:	Comment Number	Comment Made by:	Comment Number
Liz and Andrew Byer	120	Troy and Shari War	262	Paul & Connie Freese	404
Chris Jennings	121	John Dillon	263	Steve & Jan Volker	405
Mike Brady	122	Mary Strauss	264	Joseph Hurley	406
Kathy Boyd	123	Amy Cooke	265	Christopher Hodges	407
The Colldeweih	124	Connie Freese	266	John M. Sanfilippa	408
Mr. Neely Downing	125	Carmella Santos	267	Rob Langbehn	409
David and Patty Soulsby	126	Carrie Cota	268	Jeffrey Paylor	410
Mike Stinson	127	Aimee Peterson	269	Nicole Johnston	411
Marianne P. Blake	128	Jody Biaggi	270	Joseph and Jeanette Abbate	412
Steve Paladino	129	Bob Grunsky	271	Scott Schaffer	413
Gary & Lia Odell	130	Sandra J. Gallardo and Michele Flores	272	Katrina Jackman	414
Nina Pucci	131	Christina Flores	273	Daniel L Corcoran	415
Kevin, Suzanne, Katie, and Amanda Reinard	132	Franco Salluce	274	Laura Fuji	416
Allen and Julie Carlson	133	Kevin Long	275	Jan and Steve Volker	417
Julie Calderwood	134	Judy Henderson	276	Beth Luser	418
Kenneth Doherty	135	Sandra and Lanny Pixler	277	Michelle Hamilton	419
Maria & Jeff Sickenger	136	Phil Lee	278	Patricia Gibbs	420
Frances Leon	137	Tara Davis	279	K. Leonard	421
Cindy Sobotta	138	Dan Normoyle	280	Ron Adley	422
Tracy Nordheim	139	Rennie and Norma James	281	Brian and Jolene Shirey	423
Lisa Tomiak	140	Gary Frolich	282	Eric & Heather Olson	424
Mark and Kathy Van Saun	141	Scott Wiemerslage	283	Robert Walter	425
Jennifer Thompson	142	Troy Watson	284	Kathy and Troy	426

No.	Name	Comment
1	Keoni Almeida	<p>Rebecca, I would like to ask you some questions regarding the EIS/EIR for Folsom Dam Area as I believe I am one of the residence along the lake (1428 Lakehills Drive, El Dorado Hills) that would be impacted if the dam was raised 4, 7, or 17 feet. [#1-1 Population and Housing affected property]. I would like to confirm which residences are referred to in the report on page 3.16-15 (four parcels and one possible residential relocation; Alternative 2 with 4-foot raise), page 3.16-16 (one possible residential relocation; Alternative 3, with a 3.5-foot raise); page 3.16-16 (six possible residential relocations; alternative 4, with a 7-foot raise); page 3.16-18 (37 possible residential relocations; Alternative 5, with a 17-foot raise).</p> <p>[#1-2 PD residential effects]. As a general comment regarding the report, it seems to take the potential option of acquiring residential properties lightly. This is evident by the numerous maps shown for the various alternatives showing work areas and proposed construction sites without one of the maps showing the area that would be most impacted in terms of residential relocation. I am simply surmising that the houses along where I live will be impacted by the fact that the 500 foot contour depicting the work area on the numerous maps is above the elevation of the properties in my neighborhood.</p> <p>[#1-3 Visual new berms.] The report proposes an option to avoid relocating residences. The proposal includes the construction of new flood damage reduction berms to remedy temporary flooding of the above-referenced properties during extreme storm events. This option would disrupt the natural setting surrounding the lake in the Lakehills Estates area.</p>
2	Jason Zarghami	<p>My name is Jason Zarghami I reside in 1456 Lake Hills Dr in EDH, Ca. Our house backs up to the lake property on Lake Hills drive. We have lived in our house for about 18 years and love this area and are not at all willing to move anywhere else!! Even if it means we have to rebuild the house on a higher foundation. I have received a copy of the CD and have reviewed the 5 options. I believe that the only way our house would be effected is if the Dam is raised by 17 feet, which I believe will be unsafe for the Dam. [#2-1 Population and Housing affected property]. From the CD, I can't tell where these 37 homes are located at? Can you help me locate these 37 homes on the map. I have the following questions for you.</p> <p>1- [#2-2 PD relation to previous studies]. There was a study done last year for raising the Dam by 7 feet and some of our neighbors received letters explaining the water level. Is this study the same as the one on this CD? The old study did not show the need for a concrete wall. Please explain the difference....</p> <p>2- [#2-3 PD residential effects]. The map of Folsom Lake shows the effected area on the Granite Bay side, but the picture gets cut off on the east side of the lake where we live. Therefore I can't tell how our resident is getting effected by these options. Is there documentation that I can obtain that shows the east side of the lake (South Fork of the American River, Lakehills Estates).</p> <p>3- [#2-4 PD alternative selection]. What is the likely hood of option 5, why is it even considered if it makes the Dam structure unsuitable for the amount of water it would store?</p> <p>4- [#2-5 Population and housing affected property]. In option 3 the CD shows only one house is effected, what is the location of this house?</p> <p>5- [#2-6 Population and housing property acquisition] What if the resident of the house refuses to move?</p>
3	Patrick Porgans	<p>Decrease in water storage due to Folsom DS/FDR action and his specific questions on:</p> <ol style="list-style-type: none"> 1) [#3-1 Reservoir storage]. Who pays for space now? 2) How much? 3) Where does the money come from?
4	Anonymous	[#4-1 PD footprint.] Does the project footprint go west of Folsom-Auburn Road?
5	Ken Champion	<p>This e-mail is an effort at inter-agency coordination so that FHWA's issues may be adequately put forth, as requested of Caltrans. Federal Aid funds went into the construction of many of the bridges below the Folsom Dam in the American and Sacramento River waterways. [#5-1 PD Future Operations in relation to Downstream Bridges]. A 160,000 cfs sustained release study of potential bridge damage should be made in order for this EIR to adequately identify (1) the potential bridge impact significance of such releases</p>

		involving scour, destabilization, riverbed erosion, etc. , and (2) identify the various mitigations and mitigation strategies that may be employed to reduce the impact level of significance on the bridges. To date, it appears that only water release studies on the order of 115,000 to 120,000 cfs have been conducted near the bridge sites in the American River below the dam.] Please review our attached intergovernmental review comment response letter and enclosure expressing our issues. (Also see attachments)
6	Jim Silvester	[#6-1 PD Project Support.] Let the corp do what ever it needs to do. The lives and property of the people down stream are most important.
7	Bruce Beck	Mr. Oliver: I have received disturbing information about the proposed closure of Folsom Point (Dyke 8) and/or Granite Bay as a staging area for equipment for the upcoming construction at Folsom Lake. I live in Rocklin and during the "boating" season we use the Lake almost every weekend for our boating. [#7-1 Recreation Mitigation]. Closing these two areas would very much cause a terrible situation on the public use of the Lake. Why can't the parking be established along Folsom-Auburn Road near the closed road to the Dam Or close Beal's Point as boaters can not use that area. What about the parking area that is closed to the public next to the Dam? There are large fields near the Dam Road in the Folsom area. Otherwise the expansion and creation of Beal's point for boat launching would help IF the closure of Dyke * were to happen. There are a large number of boaters in the Sacramento area. [#7-2 Recreation remaining access points]. Requiring boaters to travel to other locations would not only crowd those more but cause other environmental issues with more traveling, using more gas to travel to other lakes, causing more environmental issues at those locations, etc. Please establish other sites to use for staging. There are a lot of other areas that can be considered.
8	Rosemary Beck	We live in Rocklin, very close to Folsom Lake. [#8-1 Recreation lake access closure/alternatives]. We are opposed to any closure of all current boating access to Folsom Lake for use of equipment parking. Possible solutions: 1. Close down these areas during the winter only (Oct - Mar) as most boaters do not use the lake during those periods. 2. Park at Beal's Point and not Granite Bay, closer for your equipment and boaters are not allowed access there anyway. 3. Park in the parking lot next to the Dam on Dam Road, where POV's are not allowed anyway. 4. Park your equipment in the areas just north of Dam Road/Folsom Auburn areas. 5. There are areas on the other side of the Dam Road in Folsom where equipment can be parked. Please do not closed boating access during the heavy boating season.
9	Robin Sharp	Dear Mr Oliver, [#9-1 Recreation lake access closure] I hope you are the right person to contact regarding our dismay at the potential of Folsom Point for up to 7 years. While I support the effort to update the dam and keep it safe for the community I can't believe that there are no alternatives to closing a vital boat launch site. We are boat owners and launch from Folsom Point many many times during the summer. [#9-2 Recreation remaining access points]. The last thing we need is to reduce boat launch sites. Remember - Rattlesnake is a very small launch site with which can only be seen as one way street access. If you've been there you know how narrow those roads are. We drove it once and will never take a boat there again. Further more it takes about 45 minutes to even get there from Rescue. Granite Bay is nice and large depending on the water level - often launches are closed because the water level is too low. The lines in the summer can be huge and if it is the only site available I can image the traffic jams of boaters queuing up earlier and earlier so that they can get their boat on the water. Want to me us there at 6AM on a Sunday?

		Brown's Ravine often under water most of the season. We all want to be blessed with high water levels but let's face it, high water means one less boat ramp. You are planning on closing the only reliable and convenient launch point on this side of the Lake. Please reconsider. If you do this, we might as well sell the boat. But wait, we won't be able to sell it because no one will want a boat that they can't use. Of course we could sell the house "Great Lake Views of a lake you can't get to"..
10	Alan Hersh	Regarding Folsom Lake EIR. Dear Mr Oliver. [#10-1 Recreation lake access closure/alternatives.] I oppose any actions that would close the public areas of Folsom Lake during the summer months (boating season) the Corp of Engineers has proposed closing Folsom Point (Dike 8 area) for 7 years and perhaps Granite Bay for 2 years. The closures are proposed so these areas can be used to stage the construction of the new spillways and the raising of the dam. The Corps need to find alternatives that do no impact the public use and enjoyment of the lake. Please feel free to contact me with any questions or comment
11	Frank Myers Senior VP McClellan Park / Stanford Ranch	Dear Mr. Oliver, I understand that the modifications to the Folsom Dam currently being considered will potentially result in closure of lake access, potentially for several years. [#11-1 Recreation lake access closure/alternatives.] I would be opposed to any construction solution that resulted in such a closure. There must be an alternative that does not have such a negative impact on the use of the lake.
12	Phil Maestre	[#12-1 Socioeconomics businesses.] Closure of Dike 8 would be devastating to the economy of State Parks Dept, local boat shops, and dealers. It would also hurt the City of Folsom by possible loss of residents.
13	Mary Henriksen	[#13-1 General.] Would like to continue to use Folsom Point recreation area for fishing, picnics, and family activities. Please keep this area intact.
14	Aaron Boring	[#14-1 Socioeconomics businesses.] My worry is that any work on Folsom Lake that prohibits recreational use will affect my families income and many many others involved in the marine industry. The Sacramento Valley sells more boats than anywhere in the US (per capita). Once publicity and word of mouth gets out that Folsom Lake is 1) closed 2) inconvenient 3) not worth boating on due to construction, it will be very difficult to sell boats. And when boats don't sell, many people will have to find new employment. It would be interesting to see the potential impact on sales, and also the potential impact on lost revenue for the state/counties/cities due to the lack of sales tax income.] I would also like to mention that many people could not be here tonight, due to a boat show in Pleasanton, LA. If it came down to a vote of proposed alternatives, I would choose either Alternative 1, or No Action Alternative if at all possible. Please think about this note when decisions are being made. Thank You,.
15	Mach Bishop	[#15-1 General]. Keep Folsom Point Open during construction.
16	Chris Hodges	CHRIS HODGES: I'm Chris Hodges and I'm from Brother's Boats. We're a boat dealer in Sacramento. Two comments: [#16-1 Public involvement meeting notification]. One, procedurally, is we found out about the details of how Folsom Lake is going to be impacted very late. I only became aware of it last week on Thursday, and I know the report was released on the 21st just before Christmas, but the news really hasn't gotten out and I think there are a lot of people that want to comment that aren't aware yet, so that's one point. [#16-2 Recreation lake access closure/alternatives]. The second thing is as it relates particularly to the closure of Folsom Point to recreation and use, if it was a request, our request would be that that wouldn't occur. and it looks like there's an alternative to put the processing facility perhaps to the east side of the Mormon Island or Dike 9, the east end of it, and thereby avoid having to close Folsom Point. [#16-3 Recreation remaining access points.] I don't know all the factors that would be involved and how reasonable that alternative is, but closing Folsom Point would have a large impact on the whole community on the southeast side of the lake, there would only be one access point left and that is a tight access now up at the marina. There would still be access on the south side of the lake, but it's only at the marina and that's a rather limited facility. So to repeat it, our request is, our request is the processing facility be moved to the east end of the Mormon Island area to keep Folsom Point open. [#16-4 Socioeconomics businesses.] It seems from the EIR over

		<p>800,000 people or users would be affected by the closure of Folsom Point, and I would think that that would translate to several million to \$10 million of lost opportunity at least and that that could be mitigated by moving the facility, the processing plant. It would be more expensive to have the processing plant in the Mormon Island area on the east side but the other side of it is that it would be much less impact to the public and I think a good idea.</p>
<p>17</p>	<p>Bill Watson</p>	<p>Comment Card: 1. We ask that mitigation of the effects on recreation, especially at Folsom Point, be made. Possibly siting the borrowing and crushing operations away from the public areas. 2. We ask that the comment period be extended. 3. We would like a presentation from the Bureau and Corps to our board in the near future. BILL WATSON: [#17-1 Recreation lake access closure/alternatives.] We would like to ask that the Bureau and Corps give definite consideration to mitigating the effects on recreation especially at Folsom Point. We suggest that they consider moving the burrowing and crushing operations to areas other than the public areas so that the Point can stay open. [#17-2 Socioeconomics businesses.] The economic impact of closing Folsom Point on our community, the City of Folsom, was not considered in the document at all and we've already been hit hard by the closing of the dam road. And to have this on top of it really compounds the problems in our city. [#17-3 Public involvement document notification]. Second, we would like to request that the comment period be extended. We were not notified of the document or the comment period and so we were unaware until this last Friday that we had a responsibility.] And finally, we would like to have a presentation from the Bureau and the Corps to our board of directors, if that could be arranged in the very near future.</p>
<p>18</p>	<p>Steve Hodges</p>	<p>STEVE HODGES: [#18-1 Public Involvement document notification] First, I guess the first comment was the lack of notice or actually we just didn't -- it's hard to get notified which we've discussed. We're not in the loop, the public loop. [#18-2 Recreation Mitigation] And then I think the recreational aspects we were trying to keep Folsom Point open as much as possible because that's our main access to the lake from that side, from the Folsom side which is really heavily used, one of the most-visited parks in the state. But talking to the engineers, I understand that closing Dike 8 is really part of the development -- the improvement of the Mormon Island Dam and you really can't get around it because of all the material they need to put there, and they need to get access through the main dam when they're doing the excavation at Mormon Island. So I would really like to see alternative facilities. [#18-3 Recreation mitigation] We have other locations that we could use for access point in the park or the lake, if you will, that are underdeveloped and if we could get those expanded. Like there's one a few miles from Folsom Point, the Brown's Ravine, if that facility could be expanded and that would, I think, do a lot to help the recreational loss of Folsom Point.</p> <p>MR. NEPSTAD: Right. So basically make up for the loss of access by increasing the capacity of the other access points and even getting some of these that are under development put in earlier maybe than they would have otherwise?</p> <p>STEVE HODGES: Or, yeah, I don't think there's any plans of improvement or that I know of, at least the Brown's Ravine facility, so that would be a real bonus, and we were talking to -- was it John or one of the engineers said that it's unclear that Folsom Point, at what times it actually needed to be closed so I'm not sure.</p> <p>MR. NEPSTAD: So clarity on when it would be out of operation then?</p> <p>STEVE HODGES: Yeah, I guess that would be a question. There again, I wouldn't want to slow the project down by making it be open during the construction. I think the progress of the project would be the main concern, getting the thing finished. He also mentioned that with all the material, there could be -- Folsom Point when they're through, could be really changed and developed into a</p>

		<p>different type of facility, expanded, so that's kind of exciting to see. I don't know if the Bureau has any plans for that or not.</p> <p>MR. NEPSTAD: Okay, and that would be something good to have explained?</p> <p>STEVE HODGES: Right, because they're the ones that manage the public recreation. So that would be a suggestion. That's it..</p>
<p>19</p>	<p>Jerry Toenyes</p>	<p>JERRY TOENYES: I've got some comments here. [#19-1 Projects] The first comment I have is it's not abundantly clear when you look at the EIS document that there's kind of three different segments. There's the Dam raise which is the Corps engineers project; there is the auxiliary spillway, which is the Joint Federal Project; and then there's the Mormon Island which is the safety of dams project. And I think it would be good right up front to make that so that it's real clear when you look at the document that there's kind of three separate parts there. And you could include I'm sure other phases to that besides that, that's L.L. Anderson, the bridge, the environmental work, those type things and whether those are -- I think those are all Corps projects too.</p> <p>MR. NEPSTAD: And it would be to get it up-front organized a little better so it's easier to follow through?</p> <p>JERRY TOENYES: Yeah. And then most of my comments aren't really in the EIS itself but it's stuff that certainly that has an impact on the water and power. [#19-2 Cost allocation.] The first one is the cost allocation. You know, I think it should be clear that for the, for example, the Dam raise, the Dam raise is 100 percent flood control which is a Corps project. Now, maybe you got reimbursed responsibilities there with SAFCA, but I think it should be clear as to what that is, you know?</p> <p>MR. NEPSTAD: Right. How the cost are allocated for the various phases?</p> <p>JERRY TOENYES: That's right. For the spillway, now that's going to be one that's going to be split between flood control and safety of dams. And then we've got the Mormon Island that's going to be safety of dams. But on the split between flood control and safety of dams, how that's going to occur in the process. Quite frankly, we just rolled out in the 2002 report a proposal, you know, here's the number. It was kind of like set in concrete. We didn't have any input into it and then later on it was said that, well, no, it wasn't really wasn't 48 percent/52 percent, we made an error. It should have been 42 percent/58 percent. We don't want to have that surprise. We want to be able to have the public input, know it and understand it, okay, we got it and we support it. [#19-3 Alternative costs.] And then I think kind of in conjunction with that too should be the cost of the alternatives. In the listing, there's nothing in the EIS on that. I understand there's another document maybe that has some of that but, I mean, this was the first time I saw this, the \$950 million. So I think it would be good to have a listing of what the costs are, and I'm assuming that the fuse plug would be cheaper than the Joint Federal Project, but I mean, and you can't see that from there and that's very helpful, quite frankly, for cost allocations.</p> <p>[#19-4 PD temperature control device]. One other item to comment on is the temperature control device. I think there's a real opportunity here. I think, you know, it isn't, again, clear in the EIS what's going to be done on the temperature control device. I think there's a real opportunity to do something similar to what was done at Shasta where you're able to go down below where the penstock level is too and so that you can really control what the temperature is. And I think the environmental community would be very supportive of that too because they would want to know what the temperature is and be able to manipulate that. Right now, it's pretty rudimentary. You pull off a shield or whatever that is, you know, it's just got three segments. It's pretty rudimentary, and I think with maybe just a little more thought and maybe not too much more cost, you can put a pretty good temperature control device.</p> <p>[#19-5 PD Folsom reoperation.] The next comment would be there are different projects going on, different parts, but one part is the reoperation of the Folsom Dam which is separate from this but certainly linked because what you come up with here for the preferred alternative is going to have a tie-in on the reoperation there so something should be matched a little bit more on the</p>

		<p>reoperation. And what I really encourage is any EIS/EIR, you have a statement in there that the flood control reservation is 400,000/600,000-acre feet. But I think there's a opportunity to -- you also talk about doing prereleases. Well, what I might encourage is don't get set on 400,000/600,000. I think as we get smarter as we go through this and talk about for case-based operations which the Corps is looking at. Maybe, I think, it would be easier – it should be better, I think the environmental community and water and power users would like to see a fuller reservoir but make prereleases two or three days ahead of when the storm's coming in to get down to whatever level you think is going to be necessary for the storm. And if you don't have a storm, which is nine times out of ten you're not going to have a storm coming, so it won't affect it. But then you've got a higher level, especially in dry years, to carry over to meet all your water quality issues in the American River and the Delta and all that, and plus you've still got water obviously for the water interests and power, M&I interests, and Fish and Wildlife interest. So I just encourage you to stay flexible in that reservation about whether you're locking that in because once you lock something and here's the rule. I think we need to be wiser as we go in the future on that one because water's going to get tighter and tighter, so making prereleases and then not having the reservoir filled up is not in anyone's interest. And we certainly have an example of that just in 2004, so pretty recently that occurred.</p> <p>[#19-6 PD security features and cost allocation.] And then the last comment I have is on security, security features. That's more of a Reclamation feature, I think, but you know it's mentioned but it isn't mentioned what the project's going to be and how much of that, again, is going to be the responsibility of water and power to pay. And, you know, probably there's some national security where you don't want to go in and do much detail, but you've got to give us enough information so we know what's going on as far as what our cost responsibility is. If you're stringing out a big powerline or something like that, you know, we need to know that as far as what the capital costs and what the O&M cost responsibility is going to be on that.] So I will be submitting these type of comments in writing too before the 22nd, but as long as I'm sitting here today, I want to give you the oral comments too.</p>
<p>20</p>	<p>Russ Harrington</p>	<p>[#20-1 Cost Allocation.] 1. Reclamation and the Corps of Engineers need to engage in a public review process PRIOR to finalizing a Flood Control/Safety of Dams cost allocation. 2. The Dam Raise component should be exclusively allocated to Flood Control.</p>
<p>21</p>	<p>Madeleine Moseley</p>	<p>[#21-1 PD Auburn Dam.] Anyhow, the reason why I came is that I don't think we should raise our dam. The main thing we should do is build the Auburn Dam. Our Folsom Lake is just a puddle. And they said that they're going to close Dike 8. I don't want Dike 8 closed, and I know that is for the -- I think they're going to put a tunnel if there's a big rain so that they can divert the water. They were talking about the main dam to put in more openings to release the water, and instead they're going to not do that. We've got enough openings in that dam to open up, so we don't need -- but this here is going to be like a tunnel and diverting from the Dam Road and it's terrible. But anyhow, I don't want them to do that, and the main thing to do is to build the Auburn Dam and that will give us water and everything else because our little dam out here, they said it would take about four or five years to fill it up.] The first year, we had a rain, and it overflowed. I've been a resident in Folsom in the area of Folsom since 1939. [#21-2 Visual dam raise.] We want to be able to use Folsom Lake and to see it because we can't see it if they raise it. We had an observation point up there and we used to go out there and of course, you know, like the Bureau, they told us that that was just temporary and the City of Folsom would not do anything about it, so now that's the reason why we've got to have a new bridge. [#21-3 Cultural] Mormon Island Cemetery. And another point I'd like to make is what are they going to do with the Mormon Island Cemetery? Nobody knows where it's at and it's not being addressed and they just hope it will disappear, and I will not let it disappear. There are bodies still there. The thing is that there's people -- you can't move bodies unless you get permission from their family and we don't know where their family is. The reason why the bodies, some bodies, were moved from there before, they flooded the lake and they moved it over to Mormon Island off of Green Valley Road. But those people, they had relatives to sign them out but the other ones, they're still there which is a shame because they said they're going to put their equipment there.</p>
<p>22</p>	<p>Robert Giacometh</p>	<p>I wanted to offer my input into objecting to Folsom Point being closed. [#22-1 Recreation lake access closure/alternatives.] The City of Folsom will be denied recreational access, it would have a significant impact on the community denying us access to the lake. [#22-2</p>

		<p>[Socioeconomics businesses.] It would have a financial impact too. I'm an avid bass fisherman and I have a fishing guide service that will be impacted by closing access. We'll have to go significantly out of our way to access the lake for my business, and it will have an impact on possible fishing tournaments coming to Folsom Lake because they'll have less areas to launch in.</p> <p>A fishing tournament -- a good fishing tournament can bring 100 anglers from outside of the area who may be here for two days. They'll stay in rooms, they'll buy meals at restaurants, and not having that in the communities is going to have a significant financial impact on the community. If you close one of the areas that gives access to the lake, it may impact -- make the other one so crowded that these organizations won't come out to Folsom Lake at all so it will affect the outlying areas also. [#22-3 Socioeconomics property value.] One of the other major issues is when I purchased my home, one of the attractive things for me was being close to Folsom Lake, and that's what was listed in the listing, because pursuit of the outdoors. So I feel by closing Folsom Point, it's actually going to have a negative effect on my property value because I'll no longer be able to access the lake. So I would really encourage the powers that be to look at finding an alternate site to do whatever staging they have to do to keep the Folsom Point open. [#22-4 Recreation mitigation.] If they are going to submit mitigation, offer mitigation of some sort, it needs to be in the form of some sort of recreation for the citizens. Citizens are losing recreation; they need to be mitigated with recreation. I don't have any specific suggestions at this time I can think about, but may come up with them later.</p>
<p>23</p>	<p>Doug Pepper</p>	<p>I'm here to voice objections to the alternatives that proposed closing Folsom Point for up to seven or eight years for what appears to be staging of equipment. I'm not here because I care whether they build a gate, dam, spillway, or an auxiliary spillway. The technical part does not matter. I'm here because of the impacts it will have on recreation for the lake, the impacts it will have on traffic and the environment. [#23-1 Transportation impact analysis.] My understanding is this is supposed to be to review the Environmental Impact Report, and I don't believe most of the Environmental Impact Report properly addresses the impact. Most of it is blown off, that's the technical term for ignored, including traffic and frustrations. I believe the issues with traffic will be worsened because this is starting before the new dam bridge will be completed, increasing more traffic through town and to other areas of the lake. So my objection is to the way they're planning it. [#23-2 Public Involvement meeting notification.] I'm also objecting to the way they communicated this meeting. Most people here I believe are here only by word of mouth. The Bureau did a really poor job in communicating -- actually, they didn't even do a job of communicating it, there was no public information in newspapers or on TV until today. Today was the first time we saw it in the paper and the meeting was tonight. I believe the Bureau needs to have another session, not propaganda, but a session where people can give comments in a public room and hundreds of people can cheer on the person speaking against the Bureau of Reclamation, w-r-e-c-k, wreck-lamation, which is exactly what they're trying to do to Folsom, wreck it with closing the Dam Road, wreck it with closing the Folsom Point and other Folsom Lake access points. I think that will be my comments for now, how's that?</p>
<p>24</p>	<p>Alfred P. Bulf</p>	<p>[#24-1 Geology and soils dam stability.] I came tonight because I believe by raising the present dam, you weaken it. Some of the engineers I work with have said this. My brother has said this and he's a soil engineer, and [#24-2 Auburn Dam.] I believe they should build the Auburn Dam because I moved to the Auburn area in 1949 from San Francisco and we saw, over a number of years, we saw the bridge at the bottom that leads from Placer County to El Dorado County get carried away twice because of flood waters.] And my father always told us that water was the most important thing. And I know aboard a ship, where I was in a nuclear ship, where you can either store water or you can make it. And you have to use energy to make it. So going along with building Auburn Dam, I believe reforestation is very important for the surrounding watershed. I spent a lot of time in Japan because our ship needed repairs in a port down from Yokohama in Tokyo Bay. We used to go up to Hakone National Forest. This was the forest that surrounds Mt.Fuji, so you know, the Japanese holy mountain, Shinto religion. I saw a lot of Japanese dams up there and I talked to some of Japanese forest people and they told me that maintaining a good forest in back of the dam was just as important as building a good dam as far as storing water, and we have been very neglectful doing that. I know the Chinese had trouble with the Yangtze for thousands of years and spent \$24 billion and that took care of the problem. And I know the Brazilians built the Parana River -- on the Parana River built</p>

		the Itaipu, which is one of the largest dams in the world shared by Paraguay and Brazil. And then I know the Chinese now are building additional dams in the upper Mekong and Brahmaputra, the rivers that drain from the Himalayas and India too because of their expanding populations. I, myself, like to take a shower at least once a day and I know how water is precious because I have a lot of Palestinian friends that get their water turned off and on by the Israelis who control the utilities over in the Gaza Strip and also in the west bank, people don't realize that, so water is very precious. Here in the United States everybody uses an average of 300 gallons per person. If you were in Africa, you'd be lucky to use 10 gallons. So water is very precious and it's going to be even more precious in the future with the impressions of -- because the impression of larger populations in California because the population now in California is 35 million. In 20 years, it's supposed to go to 50 million and we need to plan ahead, and I hope Mr. Arnold under the dome realizes that. Because where my father's from, he was an Austrian, and they do that, they maintain their forest and they build nice dams for water. Thank you for your time.
25	Mechelle Gooch	[#25-1 Recreation lake access closure/alternatives.] Obviously, I have to let the professionals decide what's best as far as the flood control and financial end of it; however, as a Folsom person who moved here because of the lake, I don't want Folsom Point/Dike 8 closed off to recreational activities. I own a boat, I have kids. Six years is a long time in a lifetime of a child. My youngest is nine and six to seven years optimistically he's going to start going to college and won't even be here. We're losing the time we want to spend on the boat with our son. So they need to find another alternative to closing down Dike 8.
26	Ian Cornell	I'm here representing actually multiple viewpoints. And first of all, I've got to say that I support the flood control measures that are being proposed. I'm president of the Sacramento Sports, Boat, and RV Show. Through that, I'm representing interests of the hundreds of outdoor product dealers and as a de facto representative of millions of outdoor enthusiasts who have visited the show -- Sports, Boat, and RV Show I should say -- during its 54-year history. [#26-1 Socioeconomics businesses.] Folsom Lake is an important asset for outdoor recreational enthusiasts. Closing access to its shorelines and boat ramps would be very detrimental to recreational enthusiasts and also extremely damaging to the boat, recreational vehicle, and outdoor products retailers in the region. I'm also a boater and I buy the annual pass to use Folsom Lake and we use Folsom Lake dozens of times each year. It's a source of recreational entertainment and pride, and as a side note, as I'm sure there are representatives of Chamber of Commerce will be saying, it's true that when we go to the lake, we stop at the stores, the restaurants to stock up the ice chests, to fill the gas tank on the way into the lake. And after a day at the lake, we're starving. We hit the gas station to fill up, we hit the restaurants to grab dinner. So the local economy is greatly impacted by us as users and boaters as a whole. [#26-2 Recreation remaining access points.] My third representation is I'm a multi-sport athlete. I use the lake and its shoreline for training and biking, running, and swimming, and I participate in the triathlons and duathlons that are held at the lake each year. The lake access points are already impacted. They're very busy at peak times. There's lots of room on the water but limited room on the launch ramps. If one launch area closes or is reduced in its capacity, the others cannot carry the increased load. Other waterways in the region, such as the American River and Sacramento River, also cannot handle the increase. [#26-3 PD alternative to lake access closure]. As a representative of the businesses impacted by access to the lake, outdoor recreational enthusiasts, and as someone who enjoys the lake as a boater and an athlete, I encourage the continued access to the lake and its shoreline before, during, and after the construction. Thank you.
27	Carol James	[#27-1 Recreation mitigation.] My comment is to -- I would suggest increasing the parking facilities at the remaining existing launch areas to accommodate more boats and trailers. I feel that people will be able to accept longer lines for launching but the big issue is whether or not there will be enough space for them to leave their vehicles. I think this would be a permanent and positive long-term impact because it would improve the existing facilities that are worked on and it would allow more recreation use than maybe is being considered at this time.
28	Elinor Brady	[#28-1 Inundation affected property.] I live in the cove off of Lake Hills Drive and the cove is just where the south fork enters the dam and I face right directly on the water, so I am interested in seeing how far the water will come up when you decide that you're going to raise the dam by seven feet or more. As I understand, it is now slated to be three and a half feet and I don't think that will impact my

		property, but if it should go higher, it will impact the property I do believe. So I'm interested in knowing very definitely what is likely to happen there. [#28-2 Population and Housing property acquisition]. I'm concerned about eminent domain and recompense for property, the property that I might lose. That's my main concern at the present time. I do have some concern about people being flooded out if the dam is not reinforced properly, it would be a disaster, huge disaster, because so many homes are being built in the flood plane so just as a private individual, of course we would all be impacted by that. So I want the Corps of Engineers to do a very good job. I want them to get the money to do it.
29	Renee Howle	[#29-1 Auburn Dam.] First of all, I don't see the Auburn Dam being mentioned anywhere as an alternative to any of the aspects that this project is proposing to do, and I think it would solve most of the problems. [#29-2 Purpose and Need.] The Folsom Dam really needs the main gates to be repaired or replaced, that's the main problem. All of this is not adding any new hydroelectric power which is needed desperately. It should be incorporated somehow into something, either this or the Auburn Dam or whatever. But the main flood problem could be addressed by fixing the old rusted-out crappy gates that they can't even control the flood level. One of the purposes of a reservoir is to store water. Folsom Lake could store more water if it were dredged aggressively, and it wouldn't raise the water, it wouldn't do anything to the environment. The water level could stay the same, it would hold more water. The alternatives to raising the level of Folsom Lake as opposed to flooding the American River Canyons due to the Auburn Dam are detrimental, I believe, because there's a dwindling foothill habitat and the upper-level habitat has already been ruined because of logging and mining and it needs to be repaired. In creating new reservoirs up in the American River Canyon, it could be done in association with ecosystem rebalancing which would increase the riparian habitats and could restore the forest habitats. Right now, I mean, the Foresthill Divide is covered with Manzanita. They never replanted, okay? So a holistic approach to the Auburn Dam could address environmental concerns to pretty much everyone's satisfaction. Lastly, the increased hydroelectric power that could be added through the Auburn Dam or added to the Folsom Dam project would be a CO2-free form of energy which, considering global warming, is something we should be trying to incorporate in every long-term infrastructure project that we are doing as a people regardless of the cost.
30	Mike Coffman	My concern is the Mormon Island auxiliary dam which is an earthen dam; it's not concrete, it's an earth dam. To me, it's a ticking bomb. Not only is it on an old riverbed on nonsolid bedrock on nonsolid ground, it's also right next to or on top of an earthquake fault. Additionally, Mormon Island Dam has a known water seepage issue. Now at this point the water is clear and not cloudy but that can change over time. [#30-1 Mormon Island Dam stability]. My real concern is that the increased pressure placed upon Mormon Island auxiliary dam by a raise of the lake level will lead to a catastrophic failure and collapse of the Mormon Island Dam and then all the houses are downstream -- originally when the dam was built in 1948 to 1956, the only thing downstream of Mormon Island Dam were cattle pastures. Now there are hundreds of homes, thousands of residents in the path of that potential 30-foot wall of water. So my concern is that why are we continuing this project knowing we have this ticking bomb? I understand there's going to be an engineering study done on the bedrock and foundation of Mormon Island Dam. I would like a copy of that result sent to me or made available to me. That's what I have.
31	Patricia Gibbs	[#31-1 Land Use – Property Line.] Please identify any changes to the current federal property line that surrounds Folsom Lake as these changes relate to the various proposed alternatives regarding raising the dam level. Please provide this information graphically showing contour lines at lake level as well as the surrounding properties around the lake. [#31-2 Recreation trails]. And please identify any changes to trail use around Folsom Lake.
32	Robert Holderness	Again, my name is Robert G. Holderness. I'm the president of the Folsom Tourism Bureau. I'm a former Mayor of the City of Folsom, a former Vice Mayor, a former member of the Folsom City Council. I'm also an attorney in private law practice. Tonight I'm appearing on behalf of the Tourism Bureau. I have some extensive comments to make regarding the proposal to close Folsom Point, but to begin with, I want to put my comments in a historic context, if you will. To begin with, this is the third time in less than 15 years that Folsom community, its businesses, have faced the occasion of irreparable injury at the hands of the Federal Bureau of Reclamation. In July 1995, by virtue of negligent maintenance activity at the Bureau, Gate

	<p>Number 4 at Folsom Dam broke and they had to close the Dam Road for several years to make repairs that should have been done in the ordinary course of business.</p> <p>In March of 2003, the Bureau of Reclamation closed Folsom Dam Road and thereby irreparably injured businesses as well as the residents of our community, most particularly in the Historic District, and did so on the pretense that they were protecting us from terrorism. And now they are proposing to close Folsom Point for a period of seven years by virtue of the necessity of implementing a dam raise program to add additional safety to downstream dwellers of Folsom Dam. We're not here to argue the merits or demerits of the overriding project. I am here to comment upon the impact of that project based on the proposals that are before us tonight. We are advised by Jeff McCracken that the closure of Folsom Point is the worst-case scenario, implying that it would only happen in a worst-case scenario; however, we are further advised that all five alternatives that are being considered in the scope of the EIS contemplate closing Folsom Point for an extended period of time. [#32-1 Study authority.] We are further advised by a gentleman named Frank Piccola -- who is identified as the chief of projects within the Corps of Engineers -- that the decision of whether or not to close Folsom Point will be based on engineering needs. That is an incorrect statement of the obligations of the Federal Government in general, the Corps of Engineers, and the Bureau of Reclamation in particular. Folsom Dam and Folsom Lake were created by act of Congress in 1944, signed into law by United States President, the late Franklin D. Roosevelt. Under that Enabling Statute, the Federal Government assumed a specific obligation to maintain access to Folsom Lake for the benefit of the citizens of the City of Folsom and the region around Folsom Lake. There was a specific stipulation that the Congress specifically signed into law when President Roosevelt signed the statute. Closing Folsom Point for seven years violates -- violates -- the stipulations under which Folsom Dam was created and Folsom Lake was created. The Bureau of Reclamation, the Corps of Engineers do not have the power or the authority to violate that Enabling Statute. To attempt to do so as they are currently planning to do is arbitrary, it's capricious, it's clearly illegal, and it is contrary to law and it will require the necessity of litigation against them for which they have no legal defense. [#32-2 PD alternative staging areas]. The solution to the problem is to work with the community in Folsom, to find a way to keep access to Folsom Lake available to the residents of Folsom, to the tourist business and industry of Folsom, during the entirety of the construction project.] We know that there will be challenges in doing that, but those challenges do not mean it's impossible. This is not to be decided by engineering alone, that's only one factor and, frankly, it's probably the least significant factor. The more significant factors are political needs, economic needs, fiscal needs, environmental needs, construction needs; all of those take priority over engineering needs. Engineering, in this case, is simply a functionary activity. Once the policies are determined, then the engineers implement the policy. The policy that the Bureau of Reclamation and the Corps has to adopt is that Folsom Point will be open to access for the entirety of the seven-year project. That's the policy. The engineering staff is obligated by law, specifically the 1944 Enabling Statute, to implement that policy and that is precisely what the Bureau and the Corps needs to explain to their employees and those persons who have been assigned the task of implementing this project. To do otherwise will be to violate the law and to invite litigation. I make these comments with a firm purpose of achieving their goals. The Folsom Tourism Bureau is a body created under California law, it is funded by a BID, which is a Business Improvement District, in the City of Folsom. We raise about \$300,000 a year of money from hotels to fund our programs, and in the past, those funds have been used to advance the cause of tourism within our community for the benefit of our citizens, for the benefit of our businesses, and frankly, for the benefit of those persons who seek to enjoy the tourist opportunities of our community. [#32-3 Socioeconomics.] In the face of this closure, we will be obligated to try to find ways to spend that money not on advancing tourism but trying to help businesses that are on the verge of failure as a result of implementing this policy should it be implemented. We say that not from scare tactics or imaginings but from experience. When the Dam Road was closed in March of 2003, we had several businesses close within a year by reason of a failure of customers to be able to get to their place of business. Even those businesses that survived suffered great consequences, a great drop in revenues. We've seen the statistics; we know that to be true.] We know that this is what is going to happen if indeed Folsom Point is closed for seven years, and we intend to vindicate our rights and seek compensation for those damages on behalf of the Tourism Bureau itself as well as working with other private businesses and</p>
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		<p>associations who will advance the cause of their members as well. The solution is one of collaboration. The Bureau and the Corps should have already collaborated with the City of Folsom, the Tourism Bureau, the Chambers of Commerce and so forth before the publication of the draft EIS. They chose not to do that. That was an imprudent decision. They need to face the consequences of that decision by taking remedial action now before litigation eventuates, litigation that in my judgment they cannot prevail upon. [#32-4 Public Involvement meeting format.] The last thing I'd like to comment upon is the truncated methodology that's being used here to frustrate our right to exercise our right of freedom of assembly, our right of seeking redress of grievances and our right of freedom of speech. All three of those rights are rights that are guaranteed us as American citizens under the Constitution of the United States which was adopted in 1787. By virtue of requiring us to either, A, submit written comment, or B, subject ourselves to the awkward and embarrassing setting of having to explain our position to a court reporter, who knows nothing of the subject matter, whose only job is to take down verbatim the statements made by the persons who are making statements, does not in any way satisfy the obligations of the Bureau of Reclamation or the Corps of Engineers under the American Constitution.] They have to meet the precepts of that constitution just like everybody else does. There's no exception in the Constitution for them. And for them to use this truncated method is disrespectful to the citizens of Folsom, it's disrespectful to the businesses of Folsom, it's disrespectful to all of the institutions of the City of Folsom, including the City Government, the Tourism Bureau, the Chamber of Commerce, et cetera, and it's astonishing to me. After all, the Federal Government is our servant. They work for us. The Bureau works for us, the Corps of Engineers works for us. We as American citizens are their employer. We pay the taxes that end up in their pocket as a salary and a paycheck. They need to show us that they know that, that they know that they're working for all of us rather than showing us how capable they are of ignoring the important interests of our community, of our tourist industry, and of our city government.</p> <p>It's not too late to remedy the situation. They can do it, we know they can do it because we had the same problems with the bridge closure and it was very difficult to get the Bureau and the Corps to come around, but they did come around and now we're about to build a new bridge below the dam which is a product of a high-level, a historic level of cooperation between the City of Folsom, the Bureau of Reclamation, and the Corps of Engineers, and so we know they can do it. They haven't done it yet on this project. We hope they will understand that these comments are serious, they're based in law. They're not meant to be adversarial; they're meant to get their attention. We will be adversarial if we must, it's not our preference. Thank you.</p>
<p>33</p>	<p>Don Reid</p>	<p>[#33-1 Recreation and Socioeconomics businesses]. I believe the EIR does not reflect the impact on the recreation at Folsom Point and the corresponding economic impact on the City of Folsom. Folsom Point has 800,000-plus visitors a year. [#33-2 Recreation mitigation]. It appears that Folsom Point will be shut down or at a minimum severely impacted. This impact should be mitigated by relocating the staging and processing areas or creating an alternative recreation area during construction that minimize the recreation impact and the corresponding economic impact on the City of Folsom and El Dorado County. If there are conflicts between the construction haul roads and the access to Folsom Point recreation areas or any alternative areas, and the access for the public, temporary bridges should be built over the public access roads for safety reasons.</p>
<p>34</p>	<p>MK Veloz</p>	<p>I'm M.K. Veloz of the Northern California Marina Association. [#34-1 Recreation lake access closure]. One of our concerns, obviously, from the boating community is closing off access to the lake and that would have, you know, a terrible impact on the State's boaters and also of our businesses. [#34-2 Recreation and Socioeconomics Parks and Rec Dept.] But another related concern is the fact that Parks and Recreation obviously operates a facility here. If those are closed down for a substantial amount of time, they're going to lose revenue. And what's happening now in the state is Parks and Recreation through the legislative process is ripping off \$27 million from the Harbors and Watercraft Fund, revolving fund. And so that money is going out of the Harbors and Watercraft Fund which funds facilities like new marina developments or refurbishing of marinas, programs and things like that. If Parks loses more money, goes after more of the funds, there's a cascading effect that impacts not only this area but facilities all over the state, so I just wanted to get that point down. [#34-3 Public Involvement.] One more thing: An idea that I've heard expressed here is that you folks hold a forum with some of the stakeholders and the interest groups and come up with solutions, because I think some of the people that actually</p>

		operate businesses up here and use the lake have some ideas about how to lessen some of the impact so that it would work better for them and for everyone. So I would encourage that you do that.
35	Victor Becerril	[#35-1 Recreation lake access closure.] Basically, I'm in favor of all the changes that are being made, the spillway, the raised level, on top of that. But the one thing I'm really concerned with is Folsom Point, the closing of the park there to use in place of the equipment purposes that is being talked about. That's basically my comment.
36	Kent Zenobia	I would like to comment as a resident that could be potentially significantly impacted by the proposed alternatives presented on the poster boards here tonight. I also have a background in civil and environmental engineering and am a registered engineer in California and in nine other states. I'm currently working on the levy reconstruction projects with the Department of Water Resources and the Army Corps of Engineers. So I'm familiar with how these activities would occur and the details of how they would be conducted. [#36-1 Public Involvement clarity of presentation materials]. First, I'd like to point out that on this "Proposed Alternatives" poster board over here that Alternative 3 does not clearly indicate that it would include the overlay to Mormon Island Dam which would also thereby have a major impact on the Folsom Point recreation area and the boat launch. One of the gentlemen over here, John Wilson with Reclamation, indicated that the poster summary appeared to contain a shortfall in the bullets that were listed under the particular alternatives. Although it has shown up later on the lower right-hand corner of elements common to all alternatives, it's not real clear for the public to recognize these alternatives include potentially major impacts to Folsom Point recreation area, boat launch, park, the immediate neighborhood, and residences. Point Number 2: [#36-2 Recreation access closure/alternatives.] I would like to see a water haul alternative using barges to carry the fill from the proposed spillway excavation location over to the Mormon Island Dam seismic upgrade location. This fill-hauling alternative would also require short truck hauls to carry the rock from the excavation site to the barge and then from the barge to the fill location on Mormon Island Dam. In addition, conveyors could be implemented to deliver the fill material to the specific location on Mormon Island Dam where it would then be worked in with heavy track equipment like bulldozers and compactors. I suspect this could potentially be very cost-effective and may avoid a lot of the expense of the proposed coffer dams, haul roads, long truck route construction, truck traffic, labor and environmental impacts to the Folsom Point recreational area, and other impacts to the residences and church. It appears that the residences, the church, new commercial facilities, and new homes in the immediate area along Natoma Street and Briggs Ranch will be significantly impacted by the red construction zone shown on the maps that depict the coffer dams and haul routes over to Mormon Island Dam. These impacts should also be considered when judged against a water haul and barge route from the excavation site to Mormon Island Dam. For example, as a civil engineer on the DWR and Army Corps levy projects, we've evaluated the barging of major tonnages of fill materials to repair the levees for the State of California. We found barge hauling was significantly cheaper than truck hauls to repair these levies. In addition, Point Number 3 is that these alternatives don't clearly depict here what appears to be major impacts to the Folsom Point recreation area, the park, and the boat launch. I think there's about a thousand homes that are in this immediate vicinity. The residents, including students and the public, use Folsom Point since it's literally on the other side of Natoma Street. In addition, there are a lot of families that go over to the park, walk over there in the park with their pets and their children. And also, there are many families that simply drive across Natoma Street from Briggs Ranch to launch their boats at the Folsom Point boat launch. It is a significant feature for the residents in the neighborhood, and I'd like that to be considered highly when the final decisions are made with regard to the most appropriate alternative. The impacts of shutting down Folsom Point for extended periods of time, which I understand could be from one to seven years, would be a major negative impact to the residents in our community.] I appreciate you considering these comments and hope they can be evaluated in the EIR process. Thank you.
37	Kris Gardner	[#37-1 Recreation remaining access points]. I'm wishing to go on record to have the Folsom Point Dike 8 remain open during this construction project; that the estimated seven-year time would be a huge impact to the recreational aspects of the boat ramping areas. And the additional impact to Brown's Ravine and others around the lake would be excessive, so Dike 8 just must stay open for the

		amount of boaters that have come to use the lake from around the region. The growth of Folsom has been so huge that there's an enormous amount of use of the boat ramps. And even now, Dike 8 on a summer day, the lines waiting to launch there and at Brown's Ravine are enormous. So you wouldn't even be able to get out on the lake, it would take you hours to do it if that one went away. So if you can find a different way of staging, that would be really good.
38	Taylor Zenobia	[#38-1 Recreation lake access closure.] Hello. My name is Taylor Zenobia, and I'm a nine-year-old fourth-grade student at Folsom Hills School and resident in Briggs Ranch. I'm also a Student Council officer at Folsom Hills School in Briggs Ranch, and I'm sure all of our school would like to be able to keep going to Folsom Point. I like to go to Folsom Point often with our dog and walk him by the lake. Our school also has field trips to the lake and I hope that this activity will allow us to keep going there throughout the rest of the years. Plus, there are a lot of wildlife and flowers that you can see in the summertime and I think that that makes the lake a very special place that we should be able to go to.
39	Sarah Griffith	[#39-1 Recreation trails.] As a recreational trail user of the trails around the lake, one of my main concerns about the project is that the trails, when the project is finished, be left in a way that they are still usable in the way that they can be used now by horses, by hikers, and by bicycle riders. [#39-2 Recreation Trails Inundation] . Another concern I have is that if there was a 1-in-200-year flooding event and that the water level came up and possibly temporarily touched the trails, that the trails would be able to be restored to a usable recreational condition. And I'm also concerned that the project not negatively impact the public's use of this area also for boating and for hiking, bicycle riding, and anything that people are doing with this. [#39-3 Geology and Soils asbestos.] The other thing I'm slightly concerned about is that I don't know the specifics of the geology of the area where they are going to be digging the spillway, but there's a lot of serpentine rock in some areas of the foothills such as El Dorado County, and I would be concerned about potentially disturbing serpentine rock and creating extra asbestos exposure for both the people working on the site and for the people living in the area and driving through the area. And I would hope that the Bureau of Reclamation and the Corps would have some sort of system to deal with that so the public would not be exposed to extra asbestos because it's dangerous. [#39-4 PD warning for flow release] . And I haven't studied the entire document yet, but I would be hoping that if the spillway, the proposed spillway that they want to do was opened to release extra water flow, that there would be some sort of public warning system for the people downstream so they wouldn't accidentally get caught in an extra water flow and we wouldn't be having people getting flooded, accidentally drowning. So something like a siren or something would be a good idea to consider.
40	Keoni Almeida	[#40 Inundation map request.] On behalf of my neighbors, I would like to request that the detailed maps showing the high water levels be posted to your web as not all could attend. Several properties in my neighborhood will be impacted by high water level in the event of a storm. Real estate ownership maps sheets 1-12.
41	Cindi Dulgar	"A family that plays together, stays together". Families in the Folsom, El Dorado Hills Area value the opportunity to spend quality time on the water as a family, to sail, swim, picnic, ski, fish etc. [#41-1 Recreation and alternative staging areas.] This project will displace recreation users for 5-8 years; that is an entire phase in a family's life. If access is closed the Marina and Granite Bay will not be able to accommodate summer users. The ramps will be closed. It is our request to look into other options for storage and rock crushing – and not negatively affect recreation on Folsom Lake by limiting access to the recreating community.
42	Paul Moynier	In the interest of time, I have prepared a statement. Good evening and thank you for hosting the Public Hearing tonight. I'm Paul Moynier, President of Sacramento Valley Marine Association. The organization I represent has 30 members who have boat dealerships within the greater Sacramento Metropolitan area and generate in excess of \$100 million dollars in annual sales. Tonight I hope to provide information that will help the Bureau of Reclamation better understand the impacts this project will have on Boat Dealers, Merchants, City of Folsom Parks and Recreation, and the local economy in the Sacramento region.

		<p>As an organization representing the recreational industry, we support properly managed valuable water resources, the flood control upgrade and the bridge crossing at Folsom Lake. It is not our desire to stop this project...but instead help minimize or eliminate the impacts to the business community. As stated in the EIR with interpretation.. this project WILL cause hardship on the local economy.</p> <p>The City of Folsom, El Dorado Hills, and the South Placer Communities use Folsom Lake as the barometer for success. The business community is directly tied to lake levels, public access, and water availability at this facility. After reviewing the EIR for this project, it suggests the closure and or partial closure of several major access points on Folsom Lake which include Folsom Point, Beal's Point, and Granite Bay. [#42-1 Socioeconomics businesses.] Closure or restriction of any access points to the lake will have significant revenue impacts on the local Boat Dealers and merchants, the City of Folsom Parks and Recreation who solely depend on this facility for their revenue.</p> <p>[#42-2 Public Involvement and PD alternative staging areas.] We ask that you allow us to provide input and include us in any way possible through focus groups to help mitigate the lost revenue exposure described in the current plan. We submit to you there are alternate options and ways to complete this project that will minimize impacts to lake access and maintain a healthy business environment for the merchants.</p> <p>[#42-3 Recreation mitigation.] The following items are a few suggestions that should be considered:</p> <ul style="list-style-type: none"> ▪ Identify alternate staging areas to eliminate park access point closure ▪ Minimize or restrict construction during peak summer season time ▪ Construct additional lake launching access points and possibly retain after construction is complete] <p>These are just a few examples of alternate ways to manage this project and help minimize financial loss to the business community.</p> <p>On behalf of the Sacramento Valley Marine Association, we look forward to providing input and working together to make this project business and community friendly.</p> <p>Thank you for your time and consideration this evening.</p>
43	Gene Moynier	<p>[#43-1 PD alternative staging areas.] Please consider alternate construction locations for encompassing equipment and materials to lessen the need for closure of park areas, the economic impact from closure, and disruption will be significant based on current proposal. [#43-2 Cumulative and recreation mitigation]. The long term cumulative negative impact is directly proportional to the amount of closure and disruption. Consider: establish alternate storage, install new ramps or expand existing, schedule construction to non-prime season, develop forum for input of new ideas prior to final draft.</p>
44	Michelle Lipowski	<p>[#44-1 Lake Access Closure] I have concerns regarding the closure of Folsom Point during work on the dam. Folsom has already experienced long term closure of the park facilities (powerhouse) for 2 years. There must be some way to keep Folsom Point open during this construction and keep the revenue [#44-2 Socioeconomics businesses.] flowing from the use of that site.</p>
45	James Clayburn	<p>[#45-1 Recreation remaining access points.] I am fully on board with the project and why we are doing it, however I have a large concern about the closure of Folsom Point Recreation Area without providing an alternate option other than overflow to Granite Bay or Brown's Ravine for boat launching. The lake launches are already overly crowded in the summer months and there should be an alternate option to closing Folsom Point launch. You need to either consider not closing it or provide an alternate launch facility in the interim. I live and play in Folsom, if I cant play here anymore it makes me think its time to move to a more accessible lake.</p>
46	Jon Soderman	<p>[#46-1 PD alternative staging areas.] I am in favor of improvements. I would favor looking at any other alternate sites other than Folsom Point, as the closure of the Dam Road has already significantly and financially put a burden on the town of Folsom and its residents.]</p>
47	Charles A.	<p>[#47-1 Recreation lake access closure]. Need more access, not less. Please do the project(s). But wed very much like access to the</p>

	Hooper	lake. More; not less. [#47-2 Dam Road.] And we'd like access across on the Dam Road until the new bridge is built. Thank you very much.
48	Renee Howle	[#48-1 Dam Road bridge], While this project is well merited, and would yield numerous benefits, it will take resources away from more immanent needs. The proposed bridge would be better located crossing the lake at Horseshoe Bar. It would remove potential danger of attack further from the dam. It would streamline auto and truck traffic as well. [#48-2 Auburn Dam.] Be that as it may, the entire levee system of the Sacramento and San Joaquin rivers need more immediate attention. The Auburn Dam should be built and this project will add to the delays for that. The Auburn Dam would provide much needed CO2 free electrical energy – something that would better address the most serious environmental problem, global warming. I would be glad to participate in the environmental planning related to reservoir expanding or formation as in the case of the Auburn Dam. It could be done wisely, scientifically, and with enhancements to the riparian habitats and surrounding forests. I sit on the Board of Golden Sierra a 501(c)3 organization dedicated to environmental enhancements and ecosystem rebalancing. Thank You. P.S. Please provide access to the DEIS/EIR for the proposed projects.
49	Dennis Swenson	[#49-1 Population and Housing affected property.] I am a home owner in the Park Vista neighborhood (next to the Granite Bay entrance of the park) and would like to know how the project will affect my property.
50	Ken Christensen	[#50-1 PD Use of excess material at Browns Ravine]. I manage Folsom Lake Marina at Browns Ravine. I just wanted to point out that if you have extra material and are looking for a place to store it, we could sure use it. We really need an earth breakwater at the marina so we would be able to increase the number of slips and to better protect all the boats. We currently have one breakwater on one side of the entrance, but need to have them on both sides. Our current breakwater goes under at elevation 450ft and needs to be raised.
51	Russ Knapp	[#51-1 In Support of Project.] We prefer Plan 3 and strongly oppose alternate plans 4 and 5.
52	Duane Cooney	[#52-1 PD alternative staging areas.] Find an alternative to closing Dike 8/Folsom Point for 7 years. Do not close Dike 8. Thank you.
53	Cindy Speer	[#53-1 Public Involvement meeting notification.] Today on the news was the first I heard of this meeting. Why were the residents in Folsom not notified of this meeting before today? [#53-2 PD alternative staging areas.] Where are the alternative sites? We moved to Folsom (and use Folsom Point every weekend during the summer). Because of the access to the lake is why we moved to this area.
54	Melissa Green	[#54-1 Socioeconomics property values]. Project is needed but must be done without denying public access to current facilities at Folsom Lake, including Folsom Point and Beal's. Long term (more than one year) denial of access depresses home values and is unacceptable.
55	Russ and Lisa Hoy	[#55-1 PD Closure Time.] Specify times of closure! [#55-2 Recreation and Socioeconomic mitigation.] Need plan to mitigate recreational and economic effects for the community. Your public presentation of the project highlights the need for dam improvement but does not address community impact quality of life issues for the multi-year project duration. There must be a way to spread project impact in other areas so as to not put undue burden on any one lake access recreational point – especially the one that impacts the Folsom Community the most.
56	Jason Zarghami	Alternative 3 to raise water level by 3.5 feet is the right alternative. [#56-1 In support of Project]. Alternative 5 to raise the water level by 17 feet is plain bad. Safety of the dam plus too many properties will be effected by 17 feet of water. Why even consider such a bad alternative? Also have area photos and water line information available on a web page for all affected property owners to review.
57	Ericka Cooney	[#57-1 Recreation lake access closure] As a 10 year resident of Folsom, I will not stand by silently and allow my main source of recreation and a huge draw of young families in the area to be shut down for 7 years. Folsom is a large lake, Dike 7 is already closed to the public, make use of it for storage. There are other options that would not leave thousands of Folsom residents out in the cold. I am absolutely opposed to closing Dike 8 for 7 years or 1 year. Find another option.
58	Brian and Cindi Dugar	[#58-1 Recreation lake access closure/alternatives.] The Sacramento State Aquatic Center uses Folsom Point as a staging area for our summer youth basic ski camp. University P.E. classes, P.W.C. classes and multi-level ski classes. Students and children park and walk to the ski beach to meet their instructors – no where else on the lake can accommodate our numbers or program. Our request is to look into other options for storage and rock crushing, and not negatively affect recreation on Folsom Lake by limiting access.

59	Sandy McKaig	<p>[#59-1 Recreation lake access closure.] As much as I realize that the project (of some sort) is necessary, public access to the lake at Folsom Point should not be limited or even denied.(I would hate to see Beal's Point impacted as well). [#59-2 Public Involvement meeting format.] I really believe that there should be additional meetings (town mtg-like) to express viewpoints, to clarify alternatives and impacts, and discuss options or other solutions. The way this project is being presented and by given only a "comment" card to write concerns on – seems like a done deal where decisions will be made without public opinion.</p>
60	Jim Snook	<p>[#60-1 Recreation lake access closure.] I am extremely concerned for the impact of closing any of the public access to the lake. While the need for flood protection is agreed upon, eliminating any of the launching recreation facilities would be incredibly detrimental to thousands of boat owners. [#60-2 Socioeconomics EIS Process.] In addition, I was disappointed to see that ECONOMIC impact was not a consideration relating to IMPACTS and MITIGATION. This City has thousands of visitors to the lake that contribute to the local economy. Please consider how any closures to facilities would impact our city.</p>
61	Craig R Larson	<p>Major concerns I have: [#61-1 Recreation lake access closure], Loss of water access for the thousands of people that call Folsom their home lake. [#61-2 Socioeconomics businesses]. Loss of revenue to companies that depend on recreation use of Folsom Lake, who have always supported the lake. The youth of Folsom and outlying areas that will not be able to take part in the wonder and beauty of Folsom Lake. The overall loss of interest into the use of Folsom Lake and the activities such as boating that have helped make Folsom the city it is today. Please leave our boat ramps and access areas open to the people and families that build their memories on the lake!! The loss of revenue to the boat dealers in the Folsom area would be great and could not be made up for.</p>
62	Carol James	<p>[#62-1 Recreation mitigation]. Although it appears necessary to reduce boat launching facilities, would it be possible to enlarge those areas that will still be available for the public to park their vehicles and trailers? The public will surely adjust to longer lines for launching, but knowing they CAN launch and store their vehicles will lessen the negative impact. I believe this investment would not only be a good permanent upgrade, but show the public their recreation interests are still acknowledged. Thank you for your attention.</p>
63	Chet Bloyd	<p>[#63-1 Socioeconomics businesses]. The proposed closure will affect not only the immediate surrounding areas in the loss of taxable revenue generated by the recreation areas. It will also be devastating to the marine industry in the Sacramento and surrounding areas. The loss of revenue to these businesses will be greatly felt by most and some may even be closed. If there is an alternative, I believe we should explore!</p>
64	Mike Garner	<p>[#64-1 Socioeconomics.] Keep the vitality of the lake and the surrounding community at the top of priority list. Keep the flow of the 1 million plus visitors flowing when the project begins. Enough has happened already with the closure of the dam road. Don't hurt the livelihood's of these people anymore than what they've been subjected to already.</p>
65	John Poimiroo	<p>[#65-1 Visual loss of observation point] I am also concerned about the loss of the public viewing area (observation point) at the south end of the dam. That is potentially in the State Park plan as a future restaurant and public viewing area. I do not see any mention of this as a long-term recreational impact. Some sort of accommodation to retain this viewing area should be allowed.</p>
66	John Poimiroo	<p>[#66-1 Recreation lake access closure/alternatives.] Im John Poimiroo, Staff Commodore of the Folsom Lake Yacht Club. We are one of the oldest and largest recreational groups on Folsom Lake, having been established in 1956. Our club conducts sailing programs including races, cruises, water safety, instruction, and social events on Folsom Lake. On behalf of our members, I urge the Bureau of Reclamation not to close Folsom Point during the time that Folsom Dam is being raised. [#66-2 Recreation remaining access points]. Closing Folsom Point would seriously impact Folsom and communities surrounding it, as well as public use of Folsom Lake State Recreation Area. Should the boat launch facility at Folsom Point be closed, most of the boaters who now launch at Folsom Point would shift to the next nearest launch ramp at Browns Ravine in El Dorado Hills. There is not enough trailer parking at Browns Ravine to accommodate this shift which now runs at capacity on most weekend days throughout the boating season. Through most of the year only one ramp is available at Browns Ravine. [#66-3 Recreation Transportation.] Closing Folsom Point would increase traffic both on Natoma Street and Green Valley Road. It would also discourage boaters from using Folsom Lake because of the inconvenience of long waiting times to launch, lack of parking, conflicts arising at the launch ramp because of delays and not knowing whether there will</p>

		<p>be space at Browns Ravine to launch. [#66-4 Socioeconomics businesses.] Should Folsom Point be closed, reestablishing boating among those who have shifted to other recreational pursuits will take years. In the meantime, clubs such as FLYC and the marine industry in the Sacramento area will suffer and perhaps be irreparably damaged. Alternative locations to stage construction equipment and materials exist closer to the dam than Folsom Point, such as near the intersection of the Folsom Dam Road and Natoma St. Large areas of land owned by the California Department of Corrections are accessible from Folsom Dam Road that would allow staging materials on public land closer to the dam and that would also require that construction traffic travel along Natoma St north that Folsom Point be closed for nearly a decade. So we ask that you not close Folsom Point and avoid these negative impacts on the Folsom community and boaters.</p>
67	Kevin Kraft	<p>[#67-General.] Not sure about this,as avid boaters,a bigger lake would be cool but.We need the flood protection, I guess, IMHO we need more bridges over the American river and Sacto too,as this would help with traffic. As a native sacramentan,I am bitter about all the traffic and really would like to see the house construction and builders go away.If the bigger dam will give the builders the go for more houses,I say no.Just my opinion.</p>
68	Peter Clark	<p>Hello, I was not able to attend the meeting last night in Folsom, so my friend/colleague sent me your address so I could provide my two cents. Closure of ANY ramps/facilities would mean certain negative impacts:</p> <ol style="list-style-type: none"> 1. Being a regular boater at Folsom Lake over the last 12 years, I have seen a steady increase in traffic/delays/safety issues/parking problems/congestion/turn-aways at every ramp. This would only be compounded by a closure of one of the more popular, more accessible and convenient launch facilities. 2. [#68-1 Socioeconomics recreation fees.] Access fees would probably increase due to an overall decrease in patronage due to the other ramps' capacities not being able to handle the diversion from Folsom Point. Fees are already borderline outrageous, even if you purchase a season pass like I do. 3. [#68-2 Recreation] People would find even more "creative" ways of accessing the lake. This would include driving on otherwise forbidden hillsides/embankments to swim, picnic, launch craft... especially PWC's. This is already a problem. 4. [#68-3 Recreation remaining access points.] The south end of the lake could only be serviced by ONE facility, which often operates at half capacity since the Hobie Cove portion is often inaccessible (I'm not complaining about lake levels here!). The lake must be at a maximum of about 75% to expose Hobie Cove for use. There would still be a significant increase in traffic to the marina area from the closure, which is something I am not sure this quite narrow/tight facility can handle. Most of Folsom's population is on the south side of the dam, thereby making these southern facilities the most convenient for the public. 5. [#68-4 Recreation indirect effects.] If the capacity of the lake were increased (I believe part of this project is to raise the level by 7 feet), then most or all of the other ramp facilities would need to be modified since the current 100% waterline at those facilities is at the top of the ramp. This would cause a closure of the other facilities at some point as well, since the "new" 100% mark would render these facilities useless. 6. [#68-5 Transportation.] There would be an additional increase in traffic through downtown Folsom as some would try launching at Granite Bay. As you may know, the traffic through downtown has been a huge issue since the Dam Road closure. 7. [#68-6 Purpose and need.] Personally, I haven't heard or read convincing arguments on why the dam and dikes need work in the first place. If there is a mechanical concern with these structures, then come out and say it. At least the public would understand and accept it. "Flood control" isn't enough explanation to warrant 7 years of inconvenience trying to use my floating entertainment investment. What specific work is proposed to control flooding? It's kind of like shutting the Dam Road down 1.5 years after 9/11, citing "security reasons" as the driver for the closure. If the Dam can't handle the increased traffic, then that's a much more logical reason than what was provided to the public. <p>I would appreciate it if these could be forwarded on to any other appropriate individuals.</p>

69	Todd Drybread	I was unable to attend the public hearing last night, so please excuse myself if I am out of line. [#69-1 Recreation lake access closure.] I am incredibly upset with the possibility of closing Folsom Point. My family and I use the facility for walks and runs year round as well as boat access during the summer months. [#69-2 Recreation remaining access points.] Folsom lake has gained in popularity and closing Folsom Point would drive a large number of people to Granite Bay and especially Brown's Ravine. Browns Ravine will be continually overcrowded, plus it does not have the recreational access as does Folsom Point. Please let me know what I can do to help stop this closure.
70	Scott Howlett	[#70-1 Recreation lake access closure.] We seriously disagree with any decision to close Folsom Point. We use the facility 5 times a week from May through Sept. It is a very busy boating launch and picnic area. I can't imagine Browns Ravine being able to accommodate the extra traffic. There must be another staging area that could be used!
71	Rick and Pam Patterson	Shawn, [#71-1 Recreation lake access closure.] I'm opposed to closing Folsom Pt. I never go anywhere else on Folsom Lake except there, there is shade. Big mistake,
72	Sheila and Tom Leard	Dear Mr. Oliver, [#72-1 Recreation lake access closure.] I write this as a very concerned resident of Folsom that the closing of Dyke 8 is an unreasonable burden that the residents of Folsom are expected to endure. Not only have we had to tolerate the closing of the Dam road, traffic on Sutter Street, but the inconvenience and lack of forthright public notification is too much to sit quietly this time.] My own personal story is of the enjoyment I have of running with my dog in the Folsom Point area. There are elderly men who have had 10 year ritual of walking in the early morning and stay connected to the world while exercising. This is the place I take all out of town relatives and friends to show off our gorgeous lake and vistas. This is the lake that several friends swim in while we train for various events. This is the lake that is part of an annual second grade field trip to learn about our local habitat. [#72-2 Vegetation and wildlife.] The loss of local vegetation and wildlife will be an irreversible loss to our children. The closing of Folsom Point has a ripple effect here that needs to be addressed before there is anymore disruption to the residents and near by communities. In the report it states that Folsom Point is 'only for day use and a boat launch'. It is so much more than that! I urge you to carry out an alternative plan for a staging site for this project.
73	G R Petersen	[#73-1 PD alternative staging areas.] Being a current resident of Folsom and long time Sacramentoan, I must say I was very concerned to hear that Folsom Point may be closed for 7 years for work on the dam. I understand that there is the need for a staging area for the dam, but I urge you to choose one that will not have such an impact on a community. Close access to the lake is one of the reasons we moved to Folsom from Carmichael. We enjoy being able to go to the lake, swim and boat from the close proximity to our house. I know that we would still be able to access Folsom Lake, but it wouldn't be the same.
74	Greg Fales	Dear Sir [#74-1 Recreation lake access closure.] I am writing to let you know my great concern and disapproval of shutting down Folsom Point for any length of time. My family and I moved to Folsom over ten years ago and we use all of the parks located at the lake on a regular basis. Having access to Folsom Point or any other Park at Folsom Lake is a big reason that we moved to Folsom and it's part of the quality of life that we paid for when buying our home. Giving up access for even one summer is not acceptable, let alone for seven years. Please keep the parks open.
75	Marco and Patti Palilla	Dear Mr. Oliver, [#75-1 Recreation lake access closure.] As a long time resident of Folsom we are strongly opposed to the potential closing of Folsom Point for a long term staging area for proposed construction of a new spillway for Folsom Dam. Folsom is such a desirable city to live in part to the beautiful recreational lake we have in our backyard. We recognized that right away when we moved into the Briggs Ranch neighborhood with our 3 daughters after relocating from Atlanta, GA 16 years ago. Folsom Point (formerly Dyke 8) has been a constant destination for our family over the years that has included enjoying the point on our walks, on challenging bike rides, exploring

		<p>the Point with our Girl Scout troops, spontaneous family picnics, taking the opportunity to enjoy the visual beauty of the lake since the closure of Folsom Dam Road and of course, the abundance of fun-filled boating opportunities through the convenient boat ramp access.</p> <p>Please reconsider what a huge negative affect this would have on the families of Folsom and on the wonderful quality of life that having such a beautiful, convenient destination has provided the ever growing number of Folsom residents. Eliminating access to Folsom Point for 6-7 years would be a <u>devastating</u> loss.</p>
76	Jonathan Walburger	<p>[#76-1 Recreation lake access closure.] This would be a terrible idea. One of the benefits to living in Folsom is the easy Lake Access. My family and I love being able to ride our bikes to Lake. Please don't take this away.</p>
77	Dawn Lockwood	<p>Mr. Oliver,</p> <p>[#77-1 Recreation lake access closure] As a long time Folsom resident, I am writing to urge you to reconsider closing Folsom Point. We value that area for our "warm weather" recreation; we moved to Folsom for this beautiful lake. Closing Folsom Point would not only [#77-2 Socioeconomics businesses.] impact businesses in Folsom but also the way of life for many of our residents.</p>
78	CVP Water Association	<p>[#78-1 PD No Action Alt.] Use of the 400,000/670,000 acre-foot rule as a key assumption in the No Action Alternative is flawed due to the uncertainty on continuation of that rule for Folsom reservoir operation over the design life of the Proposed Project. Firstly, although the 400,000/670,000 acre-foot rule is embodied in the 2004 agreement between Reclamation and the Sacramento Area Flood Control Agency (SAFCA), that agreement terminates in 2018 or earlier and nothing compels SAFCA to enter into a new agreement with Reclamation with the same rule to span the design life of the Proposed Project. Secondly, the Water Resources Development Act of 1996 (WRDA) characterized the 400,000/670,000 rule as in interim rule until such time as a flood damage reduction plan for the American River has been implemented. The pre-1993 400,000 acre-foot rule presents the most plausible default for incorporation into the No Action Alternative.</p>
79	CVP Water Association	<p>[#79-1 PD Proposed Project.] The Proposed Project enables and contemplates studying a wider range of operations rules for flood control and other purposes than those in use today, and any changed rules resulting from those studies will have various impacts, both positive and negative, on water users and the environment. [#79-2 Range of alternatives.] In addition, the range of alternatives for flood control does not address the range of possible alternatives involving downstream levees. Simply adopting existing plans for levee strengthening and upgrades falls far short of the realistic range of alternatives that should be addressed. For instance, WRDA of 1996 contemplates development and implementation of a flood damage reduction plan for the American River. No such plan is incorporated in the Draft Environmental Impact Study (DEIS). As such, the alternatives and their impacts are too narrowly described in the current DEIS to meet the requirements of the National Environmental Policy Act (NEPA). The studies must be completed and described in a more comprehensive set of alternatives before a revised DEIS is issued.</p>
80	CVP Water Association	<p>[#80-1 Hydropower Folsom reoperation]. Extension of the prior comment: there are no estimates of the economic/financial impact to CVP water contractors, power customers of the Western Area Power Administration (WAPA), or other water users, of plausible or likely changes to operation of Folsom Reservoir as a result of the Proposed Project or other alternatives. No remedies are identified to compensate CVP water contractors, power customers of WAPA, or other users, due to reduced water or power supply caused by plausible or likely changes to Folsom Reservoir operation as a result of the Proposed Project or other alternatives. [#80-2 Hydropower cumulative effects]. In short, the document fails to consider fully the indirect and cumulative impacts of the Proposed Project.</p>
81	CVP Water Association	<p>[#81-1 CVP cost allocation.] We would also like to reiterate our general understanding that there cannot be an allocation to CVP Contractors for costs for projects that do not meet an authorized CVP Project Purpose and/or are not designated as a Financially and Operationally Integrated part of the CVP. This general understanding is consistent with Reclamation Law. Neither document provides the background calculations from which the cost allocations were derived. In addition, neither document specifies cost shares to specific entities. We are very interested in this information.</p>
82	CVP Water	<p>[#82-1 CVP cost allocation.] We also believe that any Safety of Dams allocation for any of these costs would be of sufficient</p>

	Association	significance to warrant a separate repayment period beyond the 2030 repayment deadline for pre-existing CVP Plant-In-Service costs as of 1980. Because these projects are not expected to be completed until time periods ranging from 2010 (at the very earliest) to 2020 (if there are scheduling delays), a 2030 repayment period would considerably compress the repayment period for these costs relative to the useful life of the project. Moreover, the CVP ratesetting policies incorporate a 50-year repayment period for capital costs, which was used as the basis for determining a 2036 repayment date for the San Felipe Unit out-of-basin facilities costs.
83	CVP Water Association	[#83-1 Executive Summary text clarification.] Page ES-2: Within the last paragraph, elements that Reclamation and the Corps would implement separately are mentioned, and a list “as summarized in the following paragraphs” is referenced. On what page is this list provided?
84	CVP Water Association	[#84-1 Study Authority.] Page ES-3: Regarding the top paragraph, was separate authorizing legislation provided for the Folsom Outlet Modifications Project, which was morphed by the Corps into the Auxiliary Spillway Project? What was the PL number for this authorizing legislation for the Folsom Outlet Modification Project?
85	CVP Water Association	[#85-1 PD Fuseplug Relation.] Page ES-9: Will the referenced fuseplug in the top paragraph be built prior to the completion of the auxiliary spillway?
86	CVP Water Association	[#86-1 Relationship with security project.] Page ES-11: In the top paragraph, why is there a reference to security activities? Have security activities been defined as part of the Joint Federal Project and either the Flood Damage Reduction or Safety of Dams program?
87	CVP Water Association	[#87-1 Study Authority for MODS.] Page ES-11: Did the authorizing legislation for the Folsom Outlet Modification Project (which was subsequently revamped as the Auxiliary Spillway) specify a 100% flood control allocation?
88	CVP Water Association	[#88-1 Hydrology dam storage capacity.] Page ES-13 to ES-15: What incremental acre-foot storage capacities would be provided by 3.5, 6 and 17 foot raise levels to the Folsom Storage Facility? How does this compare to the acre-foot capacities that are expected to be generated through a Probable Maximum Flood?
89	CVP Water Association	[#89-1 Safety requirement.] Page 1-1: Are there specific (non-security related) safety requirements for the Folsom Facility based on the basis that it is designated as a National Critical Infrastructure Facility?
90	CVP Water Association	[#90-1 Study Authority.] Page 1-20: Why is the authorizing legislation for the Folsom Outlet Modifications Project not included in the legislative citations?
91	CVP Water Association	[#91-1 Study Authority/Security.] Page 2-73: Is site security being incorporated into this project? If so, under what authorization is this being done?
92	CVP Water Association	[#92-1 PD Alternative definition.] Page 2-85: Why is alternative 1 designated as a purely Safety of Dams alternative?
93	CVP Water Association	[#93-1 Water Supply impacts.] Page 3.2-4: Would any of the proposed projects impact water deliveries while construction is in progress?
94	CVP Water Association	[#94-1 Water Supply impacts.] Would deliveries to the City of Roseville, San Juan Water District, and Suburban Water District be significantly impacted during construction of any of the Corps Folsom Dam Modifications Projects?
95	Jim Bayless	Shawn – I have reviewed the EIR and have a few questions. I apologize that the answers may lie in the document, but I could not put my fingers on them. <ol style="list-style-type: none"> 1. [#95-1 PD Dam capacity.] The alternatives include raising the reservoir’s containment level by 3.5’ to 17’. Would that additional capacity be considered merely as freeboard, or would the facility be operated with the water storage goal of filling the facility to a higher level than the current capability? 2. [#95-2 PD roadway construction.] Would each alternative include relocating or rebuilding all roads, parking lots and facilities above the new high-water line?

		<p>3. [#95-3 PD vegetation.] Would the existing trees on the shoreline be cleared to above the new high-water line?</p> <p>4. [#95-4 PD hiking trails.] Would all impacted hiking and biking trails also be relocated above the high-water line?</p> <p>5. [#95-5 Hydropower/Water Supply]. Presumably at least alternative 5 would impact some county roads. Would it also impact the Salmon Fall bridge, or any EID water intake facilities?</p> <p>6. [#95-6 PD alternative development.] Is there any consideration of alternative strategies that have less impact on Folsom Point park operations?</p> <p>7. Should official comments be sent to you?</p>
96	Lyndsay Smith	<p>Mr. Shawn Oliver & Mrs. Becky Victorine, [#96-1 Recreation lake access closure.] I am a student at Sacramento State and an resident of Folsom. I've just been informed about the plan to potentially close Folsom Point (Dyke 8) for upwards to 5 years because of the project for Folsom Dam Safety and Flood Damage reduction. I understand the need and encourage the project, but would like to strongly and earnestly urge the consideration of a plan that would not include closing Folsom Point. I am an avid wake boarder and use the boat launch at Folsom Point from late March through November. I live just five minutes from Folsom Point and would be greatly inconvenienced to have to drive to another location to drop my boat in. I know many other friends and family members that this would affect as well. If there is any other plan though could be implemented to prevent the closure of Folsom Point for 5 years, it would be greatly appreciated by the entire community. Thank you for your consideration</p>
97	Anonymous	<p>Dear Friends, The project for Folsom Dam Safety and Flood Damage reduction is very important! [#97-1 Recreation.] We would however like to request a more supportive approach where recreation is concerned and other solutions are offered. This project is proposed into 2012 (or longer) Closure of Folsom Point will negatively affect families, boaters and Aquatic Center clients who access the Lake though Folsom. [#97-2 Recreation remaining access points.] During the busy season Folsom Lake Launching Ramps will actually close due to lack of space (parking). Browns Marina and Granite Bay are the other options, which will be heavily impacted, with early closures due to limited space. This community is special because of the opportunities to recreate! Access to the water is critical! Please consider the other options for debris storage and rock crushing. KEEP FOLSOM POINT OPEN!!! Any consideration for future recreation in this community is highly valued. Please look at the finished product. [#97-3 Recreation mitigation.] IS THERE BIKE TRAILS?? Have the existing trails been replaced? HAVE THE HORSE TRAILS BEEN REPLACED AND REPAIRED? HAVE TREES BEEN PLANTED FOR PICNICS (WITH PICNIC TABLES)?]</p>
98	Terry and Jim Lehman	<p>Mr. Mayor, [#98-1 Recreation lake access closure/alternatives.] We am very distressed at the idea of closing the Folsom Point (Dyke 8)recreation are for seven years as it is used for a site to stage the dam reconstruction. We feel this is removing a vital part of the recreation for the city for an extended length of time. [#98-2 Transportation.] Not to mention the construction vehicles that will be traveling in and out the site for seven years. This will impact the traffic on Natoma (which will just be opening up for traffic across the dam once the new bridge is built), and will negatively effect our neighborhood due to the traffic and noise. We can not believe that there is not a more appropriate place on the opposite side of the dam that cannot be used for this purpose. Our city and neighborhoods have taken such a hit in the past 5 years, can you not give us a break and use an area that will not negatively effect us for the next seven years? Please rethink your possibilities.</p>
99	Brian	<p>Dear Shawn,</p>

	Austerman	<p>I'm a very avid boater and live minutes away from Folsom Lake. My friends and I use the lake most of the year and throughout the winter. I see all the boating issues concerning Folsom Lake and I have some concerns with the new construction proposals.</p> <p>[#99-1 Recreation Mitigation.] Unfortunately, I could not attend the latest meeting but I believe that the construction plan for the necessary flood protection improvements needs to include an interim access point to the lake before moving forward with the dam and dyke raising project. The number of lake visitors has been increasing along with the growing population every year and a new or interim access point needs to be able to accommodate the forecasted growth. I understand that everyone needs to share the burden of the proposed construction efforts, but maintaining access to the lake is crucial to the public and should be a high priority on this project. I hope that careful consideration of my concerns and those of the public, in general, will be addressed before a plan is approved. Thank you for taking the time to hear my out and good luck with your project.</p>
100	Mark Duer	<p>Dear Sir,</p> <p>I have recently read about the plans for shoring up and reinforcing the Folsom Lake Dam. It has come to my attention that this process may include the closing down of Folsom Point, Beal's Point and parts of Granite Bay. [#100-1 Recreation lake access closure.] My family and I engage in recreational activities such as wakeboarding and waterskiing on Folsom Lake every summer and have been doing so for many years and I would hate to see part of the Lake closed off. As you may be aware, the lake is already crowded and lines for boat launching are long. Closing down any part of the lake for the several years it would take to complete this project would only add to the crowding on the water and hassle at the marinas and ramps. I realize that work on the dam and recreational areas around the lake may be necessary for the long-term safety and protection of the lake, however I would ask you to consider minimalizing the amount of the lake that needs to be closed. It would be a shame to see such a fine part of Northern California lose its recreational value due to over-crowding and waterway restriction. Thank you for your time.</p>
101	Tim Steele	<p>[#101-1 PD Folsom Point use as staging area.] Please let me know what the rationale is for attempting to close Dyke 8? I have heard that it may be closed for up to 7 years for a new construction project. That seems a bit excessive to me. If this is true, please let me know any specifics you may have so I can address them to the proper staff. The Closing of Dyke 8 would significantly impact the daily/weekly and annual recreation of many Folsom Citizens.</p>
102	Beth and Jim Carlsen	<p>Dear Mr. Oliver:</p> <p>[#102-1 Recreation lake access closure.] I am a resident of Folsom and specifically of the neighborhood next to the entrance to Folsom Point called Briggs Ranch. We use the Folsom Point access no less than once a week during the spring and summer for our boat. My husband runs there every single day with his dog. [#102-2 Socioeconomics businesses.] My husband and I are also business owners in the City of Folsom and have been residents for over 15 years. We feel very strongly that the City will be HARMED GREATLY by the closing of Folsom Point.] The City has already been harmed greatly by the closing of the Dam Road. I understand that there needs to be a place to stage equipment, etc, but there must be another location that would do less harm. Folsom Lake is the jewel of the City. You've already made it difficult to get to Beal's Point by the closing of the Dam Road and anyone who know's about the lake access, know's the limited space available at Brown's Ravine. WHAT DO YOU EXPECT THE RESIDENTS TO DO FOR THE NEXT 7 YEARS? There has got to be another solution.</p>
103	Cindy Becker	<p>Dear Sir,</p> <p>[#103-1 PD alternative staging areas.] I am writing to ask for you to not close Folsom Point due its potential use as a staging point. It provides much needed access and we would like to see an alternative with less public impact considered. Thank you.</p>
104	Jim Thompson	<p>Mr Oliver,</p> <p>[#104-1 Recreation lake access closure.] Just heard of the possible closing of Folsom Point. I realize the work on the dam requires certain inconveniences. My family and I have been in Folsom 18 years and use that access 1 to 4 times per week. Running, mountain biking or just hiking. This would detract from our community in a major way. It would CHANGE our community. Lets not be just</p>

		another town. There must be another way.
105	Michael S. Hardoin	Mr. Oliver, [#105-1 Socioeconomics businesses.] I am a resident of Folsom, Ca and am writing to you today to request that the Bureau of Reclamation come up with alternatives to closing Folsom Point for up to 7 years during the Folsom Dam maintenance project. Folsom Point is the only Folsom Lake access point for Folsom residence and closing this facility would be detrimental to Folsom Businesses and would negatively impact our quality of life in Folsom.] Closing for up to 7 years would be a nightmare. [#105-2 PD alternative staging areas.] This is simply not acceptable and there are alternatives that would be a win win for everyone. There are other options. Build a new access point between Folsom Point and the Dam or at some other part of the lake that does not disrupt existing access points. This is a minor cost relative to the budget for the total project and would allow the Folsom Dam project to proceed without the significantly negative impact closing Folsom Point would have on thousands of people. Thank you for your consideration.
106	Angela Ankhelyi	Dear Sir, [#106-1 Socioeconomics businesses] I am a resident of Folsom and very concerned with the proposal to close access to Folsom Lake in Folsom for seven years, during the construction of the new bridge. I ask that you consider the economic stress this would place on our city. [#106-2 Property values.] Folsom's tourism and housing markets are tied into the lake. We are a lakefront community. Seven years is an unreasonable time to close this part of our community. There are other alternatives. Please seek another solution.
107	Chris and Susan Zaffree	[#107 Recreation lake access closure.] Please keep our access to Folsom Lake open. We utilize Folsom Point more than any other entrance to the lake.
108	Lynda Lescault	[#108-1 PD alternative staging area.] Please reconsider taking away such a beautiful park setting and recreation area from our city! There must be another "staging" area closer to the damn, behind the blocked off Damn Road area. As a fifteen year Folsom resident residing in Briggs Ranch, we utilize Folsom Point every day as a place to take walks, relax, and view the magnificent lake.] [#108-2 Socioeconomics businesses.] As a professional in the relocation industry who provides "candidate tours" to area firms, this location was always a highlight of my tour in my quest to help "sell" the best and brightest candidates select a relocation to Folsom. Not many other cities in this state boast a beautiful lake and many professionals from around the country and around the world elected to take a relocation and accept their job offer because of this lake and all that it has to offer. Please, please reconsider this choice. Do not allow this decision to impact our city for seven years - it would be such a shame.
109	Doug Zezoff	[#109-1 PD alternative staging area.] I have lived in Folsom for 20 years and one the highlights is being able to go to Folsom Point. Don't ruin this. You need to find another location to do your work.
110	Jim Cassio & Deborah Moreno	Dear Mr. Oliver: [#110-1 Recreation lake access closure]. On behalf of our family, we wish to go on record as Folsom residents that strongly oppose any plan by the Bureau of Reclamation to close Folsom Point to public recreational use. We realize that the Bureau views recreational use of its properties as a privilege and not a right. However, many Folsom residents depend on access to Folsom Point. [#110-2 Recreation Transportation.] Our moving to Granite Bay, Beal's Point and Brown's Ravine would cause two problems: one, the heavier usage of the other Folsom Lake sites will cause numerous environmental impact problems; and two, the roads through Old Town Folsom and onto Granite Bay and Beal's Point will be impacted from the increased traffic. [#110-3 Alternative recreation sites]. A third problem would be the spillover effect on other area sites, such as Lake Natoma, from the crowds turned away from Granite Bay, Beal's Point and Brown's Ravine when they reach capacity. We would suggest that all of these potential problems can be avoided by devising a practical plan in which Folsom Point remains open for public recreational use.
111	Jamie Ellsworth	Dear Sir, [#111-1 Recreation lake access closure.] It was brought to my attention that you are considering closing Folsom Point to utilize the

		space for storage. I have serious concerns about this decision. I have been the manager at a local health club since 1995 and many of my members utilize that access to the lake. They train for triathlons, walk their dogs, enjoy time with their children, and gather with friends among other activities. It would sadden me to think that you would be limiting local residents to the lake access. Please reconsider the decision to use Folsom Point as a staging area. There has got to be an alternative place to store the materials need for the repairs. I would appreciate a response to my concern. If I can assist in any way please do not hesitate to ask. I also know of several other individuals who are passionate about saving our gathering place and they would be interested in helping find an alternative as well. Thank you for taking the time to read my email.
112	Darcie Eichner	[#112-1 Recreation lake access closure.] This is a concern regarding convenient access to Folsom Lake. Please do not close the lake entrance at Folsom Point.
113	Vicky Cackler	[#113-1 Purpose and Need/Bridge Project] My husband and I are Briggs Ranch residents and understand that you plan to close Folsom Point to use as a staging area for the building of the new bridge. I want to express my concern for several reasons. For the residents of Briggs Ranch (there are over 600 homes in this neighborhood), who have already been hit hard by the closing of the dam road in the first place, and will be dramatically effected by the increase in traffic once the new bridge opens due to building up of the Empire Ranch and El Dorado Hills areas in the years since the dam was closed, this is just another slap in the face. The building of the bridge stands to cause huge noise levels, increased traffic pouring through and behind our neighborhood, and thus, a decrease in our property values. Closing Folsom Point, which is one of the features that draws people to live in Briggs Ranch, will further cause a decline to the value of our neighborhood specifically. [#113-2 Recreation lake access closure.] My second area of concern is for the residents of Folsom in general. Folsom Point serves as an entrance for many in the area of recreation. People bike, walk and boat from this point, and while yes, there are other areas to begin your day of fun, this is a convenient place for so many and again a reason to have chosen to live in the immediate area.] I think I definitely speak for the residents of Briggs Ranch when I say - we have had enough . While building a bridge is necessary due to the increased population - we are already being hurt by it's determined placement when there were other options. It is time to spread some of the pain and find another location to work from.
114	Casey Keller	Friends, [#114-1 Recreation lake access closure.] I strongly object to the closure of Folsom Point ! I do realize work needs to be done to improve and enhance the dykes and dam. For this, I commend your efforts. However, Folsom Point is the only access to Folsom Lake within the City of Folsom and thousands of residents and visitors use this access. I myself use it almost every day. Whether I am walking my dog, running, cycling, kayaking, picnicking, boating, playing with my children, catching a moonrise or sunset, this access is invaluable to Folsom residents and visitors. I strongly oppose the closure of Folsom Point State Recreation Area. Please find other alternatives to this proposal, as closing this gem is unacceptable.
115	Chris Storz	[#115-1 Recreation lake access closure.] I strongly object to the proposed closure of Folsom Point State Recreation Area! This proposition is unacceptable to the people of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating, picnicking, and its closure would be an outrage. Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.
116	Lesley Storz	[#116-1 Recreation lake access closure.] I strongly object to the proposed closure of Folsom Point State Recreation Area! This proposition is unacceptable to the people of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating, picnicking, and its closure would be an outrage. Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.
117	Donna Gentry	[#117-1 Recreation lake access closure.] I strongly object to the proposed closure of Folsom Point Recreation Area! This Proposition is unacceptable to the people of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating, picnicking, and its

		closure would be an outrage. Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.] Donna Gentry, Creekside Drive, Folsom
118	Joanna Diaz	[#118-1 Recreation lake access closure.] I strongly object to the proposed closure of Folsom Point State Recreation Area! This proposition is unacceptable to the people of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating, picnicking, and its closure would be an outrage. Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.
119	Kimberlee Jones	[#119-1 Recreation lake access closure.] Hello I want you to know I strongly object to the proposed closure of Folsom Point State Recreation Area! This proposition is unacceptable to me, the citizens of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating and picnicking, its closure would be an outrage. My childrens' school take the second graders on a walking field trip their yearly. Some years this is the only outside educational activity the school could afford. Folsom Point is the only access to Folsom Lake in the City of Folsom. Why would you want to close the only access? Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.
120	Liz and Andrew Byer	To whom it may concern: [#120-1 Recreation lake access closure] Please do not close Folsom Point access to Folsom Lake till 2013!!! This will be devastating to the city of Folsom and very unfair to the residents who live there. We use this access every summer and cant imagine the chaos this will create! Please reconsider and find another option!
121	Chris Jennings	I understand that the Bureau of Reclamation proposes to close the Folsom Point recreation area for seven years to retrofit the Folsom Dam. [#121-1 Public Involvement meeting notification] I seemed to have missed the public hearings and the EIR. When were they and where do I get a copy?] Surely there's a better, less disruptive, alternative. I visit the park nearly every other day to run. I bought my house, for among other reasons, because it's near Folsom Point. [#121-2 Recreation lake access closure] Put me down as being opposed, not only to the proposal, but also to the process by which this idea was hatched. Bad idea. Really bad idea. [#121-3 Veg and Wildlife] PS: Aren't there burrowing owls out there?
122	Mike Brady	[#122-1 Recreation lake access closure] Closure of park land needs to be very carefully considered, and if there is even a halfway reasonable alternative don't do it. Recreation areas are important, even if they're mainly (as with Folsom Point) boat launch zones.] Highway projects are essentially prohibited from using public recreational land, unless a very stringent process of looking at alternatives and mitigating remaining effects is followed - you should do the same. In other words, find an alternative location for staging areas, and minimize or eliminate use of Folsom Point and other recreation areas you may be affecting. Convenience and cost are not the only considerations that should be used.
123	Kathy Boyd	[#123-1 Recreation lake access closure] First the government closed the dam bridge, bringing huge traffic problems and a wallop financially to our Old Town. Now the government wants to close Folsom Point for 6-7 yrs! For heaven's sake, I don't believe there are absolutely no sites that will work besides closing our recreation accesses; in fact, according to Sreve Miklos, you won't even consider other sites that don't involve closing Folsom Point. Perhaps you didn't realize how heavily used these lake accesses are. While I understand the need to upgrade the dam, and appreciate the work you do for all of us, please find a way to do so without closing Folsom Point.]
124	The Coldeweis	I am writing to you in regards to the proposed closure of Folsom point boat launch/picnic area .We are avid boaters and users of Folsom point boat launch/picnic area and would prefer other alternatives be explored. We as a citizens of Folsom understand the importance of flood protection and support the retrofit project. [#124-1 Socioeconomics Traffic] I am deeply concerned that the proposed closure would negatively impact the City of Folsom ,both financially and in added traffic congestion that this cities infrastructure can not handle. People who would normally use Folsom point would have to find alternative facilities around the lake thereby stressing already overwhelmed launch/picnic areas. Closing this area

		would cost this area hundreds if not thousands of tourist dollars. This city can not afford to take another financial hit such as the one dealt by the post 9/11 closure of the dam road. 6-7 years is way to long a time to keep this area closed. I urge you to consider the other possible alternatives that have been placed on the table. Thank you for your consideration in this matter,
125	Mr. Neely Downing	Dear: Mr. Oliver I am writing to express my strong opposition to any plan to use the area known as MIAD (N. of Green Valley Rd, E. of Natoma) for any staging, construction, rock crushing and any like activity regarding the Folsom Lake Dam construction project. [#125-1 Noise] I am a resident of Folsom CA and live in the foothills community of Empire Ranch which is across from Green Valley Rd. and Mormon Island. The noise levels are already extremely high from normal road activity 24 hours a day. As noted in the current Executive Summary, noise levels will increase to unacceptable levels. This valley is shaped like a bowl, so noise would travel without being muted. [#125-2 Geology and Soils asbestos] Also, the prevailing wind comes out of the north blowing across the current structure. In addition to `carrying' the noise further distances. A potentially greater issue or threat to this family community is the exposure to asbestos and other construction dust and debris and the health problems these will create now and in the future. In closing, the option would be unacceptable and would likely lead to considerable resident disruption and legal activity.
126	David and Patty Soulsby	Dear Mr. Oliver, [#126-1 Recreation lake access closure] Please do NOT close Folsom Point. I'm sure you could find another alternative for your construction staging area. [#126-2 PD Socioeconomics businesses] The merchants of Folsom have already been hurt by the closure of the Dam Road. Now, more merchants near Folsom Point will also be hurt. Folsom Point is also used by a lot of families who enjoy spending the day swimming and picnicking at the lake. It is very convenient. If you close it, then we would have to go to Beals' Point and boaters would have to go either to the Marina in El Dorado Hills or Granite Bay. [#126-3 Traffic] This is a big inconvenience especially during the warm months as you would be closing a boat launch which would cause more traffic on the boat ramps at Granite Bay and the Marian. So not only merchants will be hurt, but the boaters and families who enjoy going to this side of Folsom Lake will also be affected.
127	Mike Stinson	Folsom has suffered enough due to the Dam Road closure. [#127-1 Traffic, Socioeconomics property values,] Safety Please don't make it worse for our economy, home values and children's traffic safety by closing Folsom Point.
128	Marianne P. Blake	Dear Mr. Oliver: Have you ever been to Folsom Lake on a hot summer weekend--and I'm not talking holidays. The picnic tables are full; the lines at the boat ramps are long. It doesn't make any difference which part of the lake you go to or what time, it's busy. [#128-1 Socioeconomics state parks] Close Folsom Point and the State is going to be losing money. It's just going to be too difficult to get to the Lake. Folsom Point is used by numerous families who enjoy spending the day swimming and picnicking at the lake. It is very convenient for us who live on this side of the lake. If you close it, then we have to drive through town to use Beals' Point. Boaters would have to go either to the Marina in El Dorado Hills or once again, through town to Granite Bay. [#128-2 Traffic] This is a big inconvenience especially during the warm months as you would be closing a boat launch which would cause more traffic on the boat ramps at Granite Bay and the Marina. Please do NOT close Folsom Point. An alternative for your construction staging area could be the area on the Dam Road which the government has already closed and made traffic in Folsom a nightmare. [#128-3 Socioeconomics businesses] The merchants of Folsom have already been hurt by this closure.
129	Steve Paladino	[#129-1 Recreation and Socioeconomics businesses.] I'm very disappointed that there has been any serious consideration given to the closure of the subject recreational area for dam and/or dike repair. This would have a devastating impact on recreation throughout northern CA, and Folsom commerce and home values. Furthermore, this would be adding insult to injury after Folsom residents and

		businesses have had to endure the highly detrimental consequences of the Dam Road closure following 911. There simply has to be a better alternative because the closure of Folsom Point for any extended period of time (beyond 30 days) is completely unacceptable for any reason whatsoever.
130	Gary & Lia Odell	<p>To Whom It May Concern:</p> <p>[#130-1 Recreation lake access closure/alternatives.] We strongly object to the proposed closure of Folsom Point State Recreation Area! This proposition is unacceptable to the citizens of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating and picnicking, its closure would be an outrage. Folsom Point is the only access to Folsom Lake in the City of Folsom.</p> <p>Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.]</p> <p>On a more personal note, we, like many families chose to relocate to Folsom primarily because of the proximity and accessibility to Folsom Lake. 8 years ago when my husband was transferred to the bay area, we knew we didn't want to raise our family there. We had the choice to live anywhere within 2 hours of the Oakland airport, and we CHOSE FOLSOM BECAUSE OF THE LAKE! Only after that did we realize that Folsom had other great aspects such as our schools, etc. However, had it not been for the lake there are other great communities with these other factors. [#130-2 Socioeconomics property value.] Also, our home is located in the development directly across the street, once considered one of the most desirable in Folsom. The closure and activity planned for this area is going to effect our property values tremendously.</p> <p>We haven't even brought up the impact will it will have on the next closest access to the lake at Browns Ravine....you'll be hearing from El Dorado Hills next. This decision will affect the lives of many families like mine, who not only enjoy this lake throughout the year, but want to continue using summers on the lake to strengthen our families and creating memories for our children.</p> <p>PLEASE CONSIDER ALTERNATIVE SOLUTIONS!</p>
131	Nina Pucci	<p>To Whom it may concern,</p> <p>[#131-1 Noise.] I deeply oppose the Folsom Point Boat Launch being closed to build the bridge. I live right across from Folsom Point and the workers will basically be in my backyard. I do not want to hear the noisy trucks and have people looking into my backyard.]</p> <p>[#131-2 PD alternative staging areas.] Why can't you use the Folsom Dam Road exit where there are no residents besides the prisoners. I think the prisoners deserve to listen to the noise instead of me.</p>
132	Kevin, Suzanne, Katie, and Amanda Reinard	<p>[#132-1 Recreation lake access closure.] We want to register our serious opposition to the proposed closure of Folsom Point. As residents of Folsom, we use Folsom Point for boating, biking, and picnicking, so closing this lake access point will have a negative effect on our and every other Folsom resident's quality of life. One of the main reasons we moved to Folsom (in particular the Briggs Ranch neighborhood) was for access to this excellent resource, one that we use quite often. [#132-2 Socioeconomics property value.] Closing Folsom Point would also have a negative effect on our housing values, as the area would lose much of its appeal to people looking to relocate to Folsom based on the access to the state park through Folsom Point.</p>
133	Allen and Julie Carlson	<p>It has been brought to our attention that Folsom Point State Recreation Area may be closed for seven years during the dam repairs. There are many reasons we are concerned about losing this access to the lake. We moved to Briggs Ranch because it was a quiet and safe neighborhood, and because we wanted to be near "The Lake". East Natoma Street used to be a fairly quiet street. [#133-1 Noise and Traffic.] Ever since the dam closed, the noise level has increased immensely because traffic has increased, not to mention pollution. The noise and traffic will be even worse with all of the construction trucks coming and going from the site.</p> <p>[#133-2 Socioeconomics businesses.] The businesses on the corner of East Natoma and Blue Ravine rely heavily on the boaters and lake visitors to purchase gas and food for their days on the lake. Some of these businesses are already hurting because of the vacancy left with the departure of Ralph's. Closing this entrance will definitely have a negative impact on these businesses.</p> <p>[#133-3 Recreation lake access closure.] Folsom Point is used by thousands of Folsom residents throughout the year for picnics,</p>

		<p>walking, biking, running and boating. The entrance on East Natoma Street is the only access to Folsom Lake in the city of Folsom. [#133-4 Recreation remaining access points.] In addition to local and out of town boaters, Granite Bay and Roseville residents use the Beale's Point entrance which is already busy and fills up on regular basis. Brown's Ravine is also busy and used regularly by local and out of town boaters, as well as El Dorado Hills residents. If access to the lake is difficult, people will just choose to go elsewhere... Lake Tahoe, Lake Berryessa, Don Pedro, Lake Camanche, The Delta, etc.</p> <p>We understand that there are other alternatives for equipment storage, so we are asking that you seriously consider the other options or come up with an alternative solution. Closing Folsom Point will seriously hurt our city.</p>
134	Julie Calderwood	<p>Dear Army Corp. Engineers,</p> <p>I was stunned to read that the Army Corp. of Engineers is considering closing Folsom Point for up to 7 years. [#134-1 PD alternative staging areas.] Surely the Army Corp. can come up with an alternative that does not have such a devastating impact on the surrounding community. As you know, Folsom Point is the only access to Folsom Lake in the City of Folsom and is used extensively by community members as well as tens of thousands of people who come from outside our community and benefit area businesses. The closure would be very upsetting to my family. We purchased a home a year and a half ago, which is 4 blocks from the entrance to Folsom Point, in order to take advantage of the recreational opportunities there. My children are in 3rd and 5th grade. The extended closure would mean that we would not have this very important part of our local experience until they were nearly out of high school. I walk at Folsom Point almost daily, and enjoy boating, swimming and picnicking there in the summer. It is an area of great beauty, fun and joy. After 7 years as a construction site, surely much of this would be lost. Certainly all of it would be lost to us for the duration of the project. This is an unacceptable loss to us as a family, and to our community.</p> <p>I have not studied the proposals being considered by the Corp. yet, but certainly there must be a better alternative, in terms of the fiscal and quality of life impact on the City of Folsom, for the staging area for the Dam project. Substantial areas of undeveloped land lies near the dam. Surely the Army Corp. can utilize land that will not impact the entire community so dreadfully.</p> <p>I want the Corp of Engineers to utilize an alternative to closing Folsom Point that meets the needs of your project while retaining this most important asset for the citizens of Folsom and the many thousands who come here to enjoy it.</p>
135	Kenneth Doherty	<p>The closing of Folsom Point is completely unacceptable. No, No, and No. [#135-1 Socioeconomics property values.] There is no reason to close this recreation area to accommodate the dam retrofit project. This would ruin property values and devastate people's lives. People move here specifically for the value of having access to Folsom Lake recreation.</p> <p>[#135-2 EIS Process.] Hiding this information within a 500 page document is reprehensible. This was handled in an extremely sleazy manner with regards to letting the citizens of Folsom know exactly what was being planned. [#135-3 Recreation lake access closure]</p> <p>Again, NO, NO and NO to closing Folsom Point.</p> <p>It is imperative that you to come up with other options that do not make such a negative impact on the citizens of this area.</p>
136	Maria & Jeff Sickenger	<p>To whom it may concern:</p> <p>[#136-1 Recreation lake access closure.] I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation such as walking, biking, running, boating and picnicking. The closure would be an outrage and detrimentally impact the quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well.</p> <p>Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.]</p>
137	Frances Leon	<p>Hello,</p> <p>[#137-1 Recreation lake access closure.] I live in the Briggs Ranch area and I strongly object to the proposed closure of Folsom Point State Recreation Area! This proposition is unacceptable to the citizens of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating and picnicking, its closure would be an</p>

		outrage. Folsom Point is the only access to Folsom Lake in the City of Folsom. Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.
138	Cindy Sobotta	To whom it may concern; [#138-1 Recreation lake access closure.] I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well. Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.
139	Tracy Nordheim	To whom it may concern; [#139-1 Recreation lake access closure.] I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well. Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.
140	Lisa Tomiak	[#140-1 Recreation lake access closure.] I writing this to voice my opposition and concern over the closure of Folsom Point. As a resident of Brigg's Ranch my neighborhood will be most adversely effected by this proposed project. We use the park on a daily basis. [#140-2 Traffic due to recreation site closure.] The closure of the boat launch will adversely effect an already overcrowded Green Valley Road with the added traffic of boaters launching at Brown's Ravine. I enjoy morning walks by the lake at Folsom Point, have picnics with my family and friends at picnic area, boating and swimming, not to mention the enjoyment the sheer beauty of this Park brings. These are all selfish reasons to not want the park to close but I have some true and valid concerns also. [#140-3 Air quality construction.] As the mother of children with asthma how is this going to effect the air quality. The added exhaust from construction vehicles, concrete particles in the air, and the impact of asbestos from the soil being disturbed. [#140-4 Socioeconomics property values.] Living in the neighborhood directly by the proposed project will effect home values. [#140-5 Noise.] The noise will also cause a disturbance to the residents of Briggs Ranch. [#140-6 Wildlife.] Environmentally this project could have a devastating effect on the wildlife living there. [#140-7 Public Involvement.] Please allow for an independent environmental study to be done. I feel that this project was kept from residents. It seems like you would have alerted residents of your proposed actions. Especially when they will so adversely effect their quality of life. [#140-8 Socioeconomics businesses.] I am asking that you explore other options and don't close a state park that brings so much to the city of Folsom. The closure will effect tourism and hurt businesses that count on tourist dollars. I can see nothing positive about the proposed location for the tax payers of our community.] With the inventiveness of the Army Corps of Engineers I am sure that another location could be found or built. Please find an alternative.
141	Mark and Kathy Van Saun	To: Shawn Oliver From: Mark and Kathy Van Saun We are contacting you in regards to the proposed closing of the Folsom Point Recreation Area or Dike 8. We are very concerned about this matter and ask that you would not only reconsider this proposal but give us more information. We have been Folsom residents and Briggs Ranch homeowners for over 11 years and we can not imagine what such a closure would do to our community and our neighborhood. [#141-1 Recreation lake access closure.] Like many of our neighbors, we moved here primarily because of the lake access. Our family

		<p>loves to take walks, run and mountain bike at the lake. [#141-2 Socioeconomics businesses and property values.] We are extremely concerned about the devastating effect such a closure would have on the near by businesses as well as our home values. We personally know of a family that was considering several homes in the area to purchase and said yesterday that they will not buy here due to this issue.</p> <p>[#141-3 PD alternative staging areas.] Why haven't other access points been chosen to help with this matter without closing down an entire recreational area? Folsom Point is Folsom's only access where as Granite Bay has two access areas. We have dealt with the burden of the Dam Road closure and saw the effects of that decision on businesses, commutes and community access. We cannot stomach another blow to our community. We ask you to please reconsider this decision and find an acceptable solution.</p>
142	Jennifer Thompson	<p>[#142-1 Socioeconomics.] It has come to my attention that the Army Corp of Engineers is considering closure of Folsom Point. It is my hope that this will not come to fruition as the closure of Folsom Point will negatively impact the City of Folsom by significantly decreasing the resources the community has to offer its residents and tourists.</p> <p>[#142-2 Transportation.] As you are aware, the result of the closure of the Folsom Dam and resulting redirection of traffic has been significant to the community in the loss of revenue and closure for businesses; and the traffic congestion on streets not designed for the volume of vehicles currently utilizing them on a daily basis.</p> <p>[#142-3 Socioeconomics businesses] In the event of the closure of Folsom Point, the lake visitors will be diverted to lake access elsewhere, directing the potential revenue away from Folsom to El Dorado Hills and Granite Bay. Neighborhoods close to Folsom Point will no longer have quick access to Folsom Lake for the many recreational purposes aside from boating and this certainly may decrease the associated property values. Folsom residents are proud of Folsom Lake and it would be terribly ironic if the only community near Folsom Lake without access would be Folsom itself. Please consider options that would allow Folsom Point to remain available to our residents and tourists so that we may enjoy it and continue to benefit from the revenue it brings to our community. Thank you for your consideration.</p>
143	Assunta L. Seivert	<p>[#143-1 Recreation lake access closure.] It is unthinkable that closing Folsom Point is to accommodate the Army Corps of Engineers' storage needs. Residents of Folsom have been using Folsom Point and its trails for years and provides the community a place to share in nature's beauty. This is an established area for the people. Please use alternative places that are available but not Folsom Point. Thank you.</p>
144	John and Cheryl Mandsager	<p>We understand the Bureau of Reclamation is proposing to close Folsom Point/Dyke 8 to all visitors for a duration of up to 7 years effective Fall 2007 while the Folsom Dam is retrofitted. [#144-1 PD alternative staging areas.] While we support the dam project, we understand there are many other alternatives that have yet to be explored. These alternatives would allow Folsom Point to remain open to the public.</p> <p>[#144-2 Recreation lake access closure.] Since we enjoy visiting Folsom Point many, many times a year, this closure would have a negative impact on our family. We imagine the impact on most, if not all, of the families in our neighborhood would be the same. We urge the Bureau of Reclamation to pursue the Dam project in a manner that will allow Folsom Point to remain open to the public.]</p>
145	Maria Paladino	<p>To Whom It May Concern:</p> <p>I am very frustrated and disappointed to hear about the closure of Folsom Point and strongly object to it. I am shocked that this has even been considered. As a Folsom resident and homeowner in the immediately affected area, I am outraged that I am to be put through yet another devastating inconvenience. After the damn road closure and the detrimental affects on not only Folsom, but to my particular neighborhood (Briggs Ranch), this closure is absolutely unacceptable.</p> <p>[#145-1 Recreation lake access closure.] The entire Folsom community will be losing out on our use of this beautiful facility for boating and picnicking (among other things). Our access to the lake via Folsom Point/Dyke 8 is a vital part of living in this area. [#145-2 Transportation] [#145-3 Socioeconomics property values.] As a resident of the immediate area, we will have to endure more traffic congestion, as well as this detrimentally affecting our local environment and our property values.</p>

		There has to be a better/alternate solution to this extremely long closure.
146	Phil	Hi Shawn, I was given your name as a contact for the raising of Folsom Dam. Are you the program manager for this project? If not, please direct me to the lead person on this project. I wish to comment on the potential 7 yr. closure of Folsom Point SP.
147	Jennifer Hamilton	To whom it May Concern, [#147-1 Recreation lake access closure.] I strongly object to the closing of Folsom Point. My family and I use this area on a weekly basis (boating, picnicking, walking etc) and would be devastated by this closure. There are many families in my neighborhood that also use this area on a regular basis and I know that losing this option to experience some peace and tranquility right in our own community would be a great loss to many.
148	Michelle Thompson	To whom it may concern; [#148-1 Recreation lake access closure.] I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well. Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.
149	David Lancisi	Dear Bureau of Reclamation and US Army Corp of Engineers [#149-1 Recreation lake access closure.] I am writing this email to you to register our strong objection to the closure of the Folsom Launch Point as proposed for the purposes of Folsom Dam improvements. This is a HUGE recreation area for our town and one of the main reasons why people buy homes and live here. It absolutely was for our family. The closure of this facility will make it virtually impossible for Folsom residents to use this very highly regarded resource called Folsom Lake. [#149-2 Recreation remaining access points] . It will force the residents to use other already over-crowded launch points such as Browns Ravine and Granite Bay. I can assure you that this will create major problems for these other areas as well As our town has grown, the use of the Launch Point as well. As a matter of fact, you would be hard-pressed to find a weekend day that it wasn't completely filled. We reside in the Briggs Ranch area and use this resource extensively. [#149-3 Socioeconomics property values] In addition to the chaos you would create at the other launch ramps, this would also have other major negative impacts, such as property value implications, increased traffic of trailered watercraft through the already overwhelmed downtown streets of Folsom as people try to make their way to Granite Bay. Browns Ravine is already so small, it will hardly be an alternative launch point. [#149-4 Transportation.] The largest impact will be the movement of construction vehicles through the area. This will create major issues with noise, pollution, congestion and access to city street for the residents in that area and those traveling through Folsom, which as we already know, is a very large amount (see ATD numbers from your previous traffic studies). One solution would be to use the lookout point farther up the dam road for these purposes. This would allow Launch Point to remain open and keep the construction activities away from the local resident. In the past, this was used for that purpose. In any case, we strongly object to the closure of this recreational area for many reasons and are sure you can find an alternate solution to fit the construction needs.
150	Ann Lindner	To whom it may concern, [#150-1 Recreation lake access closure.] I am a resident of Folsom and have been for nearly 14 years. Six years ago my husband and I built a home right across the street from Folsom Point. This is where we planned on staying until our children are done with school. My youngest is 8 years old. When you talk about closing the Point for 7 years you are talking my children's childhood.

		<p>We use the lake on a weekly basis. We walk there, take the dog, swim, boat, picnic and bike. You are talking about changing a part of our lifestyle. This may be temporary for you, but it is not for us. This will permanently change our life. [#150-2 Socioeconomics property values]. On others levels, this will decrease our property value and cause much undue traffic and congestion. It will create a mess on the streets with trucks coming and going. [#150-3 Transportation] You will be destroying the shore line with the trucks traveling back and forth. Our school walks there for field trips to see the wildlife and learn about nature. You say you will be done in 7 years but for the lake to return to what it is now will take years past the damage you will be creating. [#150-4 Socioeconomics businesses.] The businesses that depend on that summer tourism will be destroyed. All of my neighbors who have speed boats say they will sell them if you close the Point. The impact upon the other launches will discourage those from boating on the lake.</p> <p>I hope you really understand the impact you will have on the community if completely close the point. These are our homes and ways of life that you will be effecting. Please make sure you have pursued all of your options and make the decision that is best for EVERYONE.</p>
<p>151</p>	<p>Heather Sibilla</p>	<p>January 18, 2007</p> <p>To all of our honorable representatives:</p> <p>RE: " PROPOSED" CLOSURE OF FOLSOM POINT STATE PARK (A.K.A. DYKE 8) by BUREAU OF RECLAMATION AND U. S. ARMY CORPS OF ENGINEERS.</p> <p>Please be advised that we, citizens of Folsom, CA, have been put on notice that a proposed closure of our park is scheduled for the fall of 2007. This proposal comes from the Bureau of Reclamation and the U. S. Army Corps of Engineers. It is our understanding that our beautiful park and recreation area will be used as a construction staging area for different work projects on the dam and Mormon Island Spillway by the Bureau and Army Corps of Engineers.</p> <p>It is our belief that this closure will have deep and dramatic effects on families, businesses, tourism and the environment. The consequences are far reaching. [#151-1 Recreation lake access closure.] This is a family community. We bring our children to the lake to walk, bike, swim, picnic, fish, boat and just enjoy nature. This scenario is repeated over and over again. Folsom Point is one of the reasons people buy homes in this area. This park is one of the jewels of Folsom. Bird Watchers frequent the park. [#151-2 Vegetation and Wildlife.] I might point out that even though the Bald Eagle is no longer on the endangered species list, it is still protected by the "Bald and Gold Eagle Protection Act". It is my understanding that one of the afforded protections is not to disturb the nesting area or flight pattern area. This needs more investigation. We have not been given adequate time to investigate the impact that this proposal will have on our environment. We have other migratory birds that now nest there as well. [#151-3 Air quality]. The environmental impact on our air quality could be dangerous for residents. This is a pathway for many other animals as well. Rattlesnakes also reside at Folsom Point.</p> <p>[#151-4. Socioeconomics businesses.] The businesses in Folsom will definitely realize a financial impact. Our business owners look forward to the summer months when tourists and other lake traffic provide much needed revenue. Our businesses suffered with the closure of the Dam Road and now this may be the proverbial "straw" for financial loss. Business owners have expressed a great concern.</p> <p>We do not oppose positive improvements on the dam. We request a staging area that will not hurt so many families, businesses, wildlife, and real estate values. [#151-5 Public Involvement.] In all truth we have not been given adequate time in which to address these issues. Our first notice was on January 9th. 2007. We were advised that 3,000 flyers were sent out. This is a city with a</p>

		population of 63,000. The deadline given to us to discuss the closure is January 22, 2007. That was essentially “ no notice.” We need counsel as to our rights and the right of the wildlife who cannot speak for themselves. We ask all of you, as our voice and representatives, to please aid us in this endeavor.
152	Ann Linder fwd by Heather Sibilla	Dear Mayor Morin, I know that you have received several e-mails about the closing of Folsom Point but I wanted to inform you about the rally that will be taking place on Saturday at 12pm in the church parking lot as you enter Folsom Point. As mayor of the city, we, as a community, are expecting your support on this matter. Whether we can appeal to the Bureau of Reclamation and the Corp of Engineers, we still need to know that you and your council stand behind your community. We hope to see you all there!
153	Lynn Derrick	Mr. Starsky, As a homeowner of Folsom, and specifically, Briggs Ranch, I wanted to write to you. I understand the City Council will be deciding whether or not to close Folsom Point for the next 7 years while the new bridge is constructed. I wanted to let you know I am very opposed to this idea. One of the reasons we live in the Briggs Ranch area is because it is so close to Folsom Lake and the quick and easy access to the boat launch at Folsom Point. [#153-1 Transportation.] I am also very concerned about all the construction trucks that will be disturbing this residential area. [#153-2 Socioeconomics property value.] I am also concerned what this closure and construction will do to property values in the Briggs Ranch area. This closure can only hurt our lake and boating experience as well as tourism to Folsom Lake. Please vote on the side of your fellow residents and the welfare of your community. Voters have good memories about these issues when election day rolls around again!
154	Terry and Jim Lehman	Mr. Mayor, We am very distressed at the idea of closing the Folsom Point (Dyke 8)recreation are for seven years as it is used for a site to stage the dam reconstruction. [#154-1 Transportation.] We feel this is removing a vital part of the recreation for the city for an extended length of time. Not to mention the construction vehicles that will be traveling in and out the site for seven years. This will impact the traffic on Natoma (which will just be opening up for traffic across the dam once the new bridge is built), and will negatively effect our neighborhood due to the traffic and noise. [#154-2 PD alternative staging areas.] We can not believe that there is not a more appropriate place on the opposite side of the dam that cannot be used for this purpose. Our city and neighborhoods have taken such a hit in the past 5 years, can you not give us a break and use an area that will not negatively affect us for the next seven years? Please rethink your possibilities.
155	Greg Fales.	Dear Sir [#155-1 Recreation lake access closure.] I am writing to let you know my great concern and disapproval of shutting down Folsom Point for any length of time. My family and I moved to Folsom over ten years ago and we use all of the parks located at the lake on a regular basis. Having access to Folsom Point or any other Park at Folsom Lake is a big reason that we moved to Folsom and it's part of the quality of life that we paid for when buying our home. Giving up access for even one summer is not acceptable, let alone for seven years.
156	Doug Pepper	Andy, [#156- Public Involvement meeting notification.] I just read on www.myfolsom.com that the Bureau of Reclamation is considering planning on closing Folsom Point for 7 years as part of the flood protections changes planned for Folsom Lake. There apparently has been no public notice of this (at least that I saw) and yet I read there is a public hearing on Wednesday night. Does the city have a position on this? Folsom Point is the only lake access point (day use and ramp) in the Sac County portion of the lake. It appears that once again the Bureau is doing whatever it wants without concerns for Folsom. Will the City Council be responding to this with a

		position? I won't go into all my concerns at this point, hoping that the city officials share the same concern. I'm hoping that the city will back many of us who will be showing up at the meeting on Wednesday night.
157	Vicky	<p>Dear Mr. Morin, Ms. Howell, Mr. King, Mr. Miklos and Mr. Starsky,</p> <p>Attached is the e-mail that I just sent to you regarding the closing of Folsom Point. While messages are making the rounds in our neighborhood encouraging us to voice our displeasure at the closing of Folsom Point, my understanding was that the closure was due to the building of the planned bridge. After reading another e-mail which I received just shortly after the one I sent you, I see my mistake and that the closure is due to the retrofit of the dam. However, my comments remain the same as this is yet, as I said below, another slap in the face for the residents of Briggs Ranch. How many ways can The City and the Bureau of Reclamation choose to affect one neighborhood?</p> <p>[#157-1 PD alternative staging areas.] My request is that another location for the staging area be chosen. [#157-2 Transportation] [157-3 Noise], The residents of Briggs Ranch stand to loose property value, have increased traffic pouring through, and the noise levels caused by the construction of the bridge followed by it's use, will be unpleasant to deal with to say the least. To add to that the closure of Folsom Point, is just not right. Not to mention the mess, traffic issues and noise due to the construction of the retrofit.</p> <p>Thank you for listening,</p>
158	Chantell Harp	[158-1 General] Save Folsom!!!!!!!!!!!!!!!!!!!!!!
159	Anonymous	<p>[#159-1 Recreation lake access closure] I heard a rumor that there is a possibility that Folsom Point on Folsom Lake might be closed temporarily so it can be used as a staging area for construction of the new bridge at Folsom Dam. I am a Civil Engineer and I specialize in heavy construction so I understand the need for a laydown yard and staging area but I must protest the use of this vital recreation area for construction use. [#159-2 Recreation remaining lake access] This is a heavily used lake and the facilities for lake access are already impacted and overused. The boat ramp and parking lot at Folsom Point are always filled to capacity especially on weekends. This would be a tremendous impact on the community and should be avoided at all costs.</p> <p>The location itself does not lend itself to use as a laydown and staging area for the bridge as there is no overland access to the bridge site without entering the public right of way. The size and type of equipment and material needed for constructing this bridge would not be allowed to travel on the public roads. [#159-3 PD alternate staging areas] I would think the property bounded by the Jail, Natoma Rd. and the exiting Dam Rd. would be better suited for this purpose.</p> <p>As a resident of Folsom and frequent Lake user I urge you consider other alternatives to closing Folsom Point.</p>
160	Robert Flores	<p>To Bureau of Reclamation,</p> <p>I am submitting this letter to you regarding the irresponsible actions you and your administration are taking in your plans on closing Folsom Point (Dike 8)</p> <p>It is to be noted that over 140000 persons use this location to view and use Folsom Lake. Thus far Folsom has lost the use of the access the lower point parking lot near Negro Bar (After the construction of the new bridge), Then in 2001 you decided to close Vista Point due to security reasons (This decision did little to improve security by any means, I am a security specialist and Army Veteran) And now finally you want to close Folsom Point.</p> <p>I own a scuba shop in Folsom and made the decision to build here due to easy access to the lake. Over the years I have adapted to the closures of the other two sites and found myself training students off of Folsom Point. While the restrictions have become difficult, they were manageable. It has taken over 10 years of my life to build and develop a successful business here in Folsom. [#160-1 EIS Process economic study] Your lack of conducting a financial impact study or minimum impact study is atrocious to say the least.</p> <p>[# 160-2 PD alternate staging areas] I have having difficulty in understanding why the Bureau of Reclamation cannot use the parking lot</p>

		<p>at Vista Point (currently closed site) for a staging area for its equipment. Why is it that you cannot use an area that has security guards, with restricted vehicle access already in place. If equipment needs to be moved via water that a simple boat ramp could not be graded in place. I have surveyed the area at Vista Point both on land and underwater and It would seem to me that a boat ramp could easily be built there at minimum cost without impacting the general public. This option would not effect the general public at all, and with security being present and limited access all of your equipment would be in a much more secure location. The parking lot at Vista Point is large enough to secure any equipment you have for the entire project. I realize that this may also cause you some minor logistics issues as equipment may have to be moved to the work area. But the needs and desires of the many out weight the needs and the desires of the few.</p> <p>[# 160-3 Recreation remaining lake access] As far as impacting the boating general population, I have seen lines as far back as 20-30 boats waiting to use Folsom Point during the summer. Now you expect these same people to go to Browns Ravine, Beales Point or Granite Bay to launch their boats. With their compacity already over 100% use. One only has to contact the Folsom Parks and Recreations Officers and ask them how many times, altercations have occurred, over boat ramps being used beyond their limits. Short tempters due to long waits in line, just to gain access to launch at Granite Bay or Browns Ravine are normal already. The closure of Folsom Point and redirection of these boaters to above mentioned launch ramps, will no doubt have considerable repercussions on the entire lake area.</p> <p>[#160-4 Public Involvement notification of project] If the Bureau of Reclamation has a need to conduct repairs or construction, I am confident that you have known of these repair for quite some time, You have had plenty of time to prepare for this repair, and part of it should have included an impact study and preparations should have been made long in advance with notification being given to local businesses and residence to address this issue. Poor planning results in poor performance.</p> <p>The actions over the last few years regarding the access to the water at: Lake Natoma, Vista Point and now Folsom Point. Seem to show little if no regard to impact on the public use of these facilities. I would be willing to bet that if a endangered field mouse or other species had habitat in the area you would halt this action. But no thought has been given to the HUMANS that paid for access to use of this facility.</p> <p>[#160-5 Public Involvement] Dropping the decision on our laps, with little response time, and little ability to react, only demonstrates that the Bureau of Reclamation was not interested in hearing about any of the repercussions of its decision. It further demonstrates that a totalitarian attitude of the Bureau of Reclamation exists and needs to be addressed.</p> <p>[#160-6 Socioeconomics businesses] I am opposed to closure of any part Folsom Point (Dike 8) for any amount of time. You have made decisions without looking at the financial or environmental impact it will have on Folsom. The general population and all businesses and will be impacted by this poor decision, including mine. Our government is supposed to work for us not against us. This aligns on a 12000.00 dollar Air Force hammer purchase, as far as government overlooking spending and decision making abilities.</p>
161	Naomi Wooten	<p>To Whom It May Concern:</p> <p>[#161-1 Recreation lake access closure] Please do not close Folsom Point to scuba divers! We have already lost several important local spots. Folsom Point is a convenient place to practice skills when I cannot get to Monterey. I have spent many hours there honing my skills and having fun, and I hope to continue to do so in the future. I think it's an especially great place to have scuba classes because you don't have to deal with surf, salt, and sand; diving there reduces stress for new divers or those of us practicing skills.</p>
162	Kristine Olding and Family	<p>[#162-1 Recreation lake access closure PD alternate staging areas] It has been bad enough that the DAM Road has been closed but to ruin the wonderful recreation area of FOLSOM POINT by closing it for 7 years is ridiculous. Do the construction at Beale's point or at the DAM road or on the prison grounds but don't wreck our lives by closing the Folsom Point. DO NOT CLOSE FOLSOM POINT!!!!!!!!!!!!!!!!!!!!</p>
163	Daryl Stieve	Shawn, Becky

		<p>[#163-1 Recreation lake access closure] I feel that closing Folsom Point is not in the best interest of the area business and boat dealers, Lake recreation would be cut by at least 35 % , Granite Bay and Browns Ravine are a zoo with Folsom Point open, closed it would be impossible to access the lake, the monetary loss to state parks is also added into this situation including my yearly pass. I'm sure that other areas could be used for staging, A 5-6 acre site at the north and south ends of the dam could be used that are now growing weeds and the area behind Morman island dam, I'm sure the city of Folsom would assist as well.</p>
<p>164</p>	<p>Dan & Sheri Stafford, and family</p>	<p>To who it may concern:</p> <p>[#164-1 Recreation lake access closure] I am writing this to you in hopes that you will reconsider the closure of the Folsom Point Boat Launch area.] Folsom has already been hit hard with the closure of the Damn Road. Folsom is a beautiful community with a great lake that supports, Granite Bay, El Dorado Hills and Folsom, having three entrances into the lake for boat launching. You have already crippled the city with the damn closure; now you want to attack our Lake. [#164-2 Recreation remaining lake access] You can only load your boats in three different locations, which accommodates many local cities, with a lot of boaters. This is what drew people to buy in this area. The "Lake" is the "draw" to Folsom and the surrounding cities. Why would you do this to us? Closing this point will effect all of our summer activities. Please, Please reconsider this for our community. We have a boat, we love the lake, this is where our we and our neighbors spend time in the spring, summer and early fall. Do not take this away from us!!!!</p>
<p>165</p>	<p>Robert Halldorson</p>	<p>[165-1 General] Losing folsom point for seven years, this is a bad idea all around. There has got to be another way. I say you don't let them proceed until they find it!</p>
<p>166</p>	<p>Garth C Hall EBMUD</p>	<p>Hi Shawn ... Please use me as your primary contact at EBMUD in this regard.</p> <p>Best regards,</p> <p>Garth C. Hall <i>East Bay Municipal Utility District</i> 375 Eleventh Street, MS 407 Oakland, CA 94607-4240 tel: 510.287.2061 fax: 510.287.1295</p> <p>January 24, 2007</p> <p>Mr. Shawn Oliver U.S. Bureau of Reclamation 7794 Folsom Dam Road Folsom, CA 95630</p> <p>Ms. Rebecca Victorine U.S. Army Corps of Engineers 1325 J Street Sacramento, CA 95814-2922</p>

	<p>RE: Folsom Dam Safety and Flood Damage Reduction EIS/EIR</p> <p>Dear Mr. Oliver and Ms. Victorine:</p> <p>The East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Draft EIS/EIR prepared on the Folsom Dam Safety and Flood Damage Reduction project. EBMUD is responsible for supplying water to parts of Alameda and Contra Costa counties on the eastern side of San Francisco Bay in northern California. EBMUD's water system serves approximately 1.3 million people in a 325-square-mile area. In 2006, the District executed a long-term renewal contract with the U.S. Bureau of Reclamation (Reclamation) for a supplemental dry-year supply from the Central Valley Project (CVP). As a CVP contractor, the operations of Folsom Dam and its appurtenant facilities are of concern to EBMUD. It is in this context that we offer the following comments on the Draft EIS/EIR.</p> <p>[#166-1 No Action Alternative] <i>1. The document does not adequately support the use of the 400,000/670,000 acre foot variable reservation of flood control space (operating rule) as a key assumption in the No Action Alternative.</i></p> <p>The Interim Flood Operations Agreement (Agreement) between the Sacramento Area Flood Control Agency (SAFCA) and Reclamation includes an interim 400,000/670,000 acre foot operating rule. The Agreement and operating rule were intended only to provide a temporary, interim flood damage reduction benefit until the Corps' outlet modification project was completed. At this time there is no mechanism in place to compel continuation of the interim operating rule beyond 2018. NEPA requires that a no action alternative account for a predicted change in future conditions. Given that the agreement is currently scheduled to expire shortly after or during the construction of the improvements described in the DEIS/EIR, the no action alternative should use the pre-1993 400,000 acre foot rule as the default.</p> <p>[#166-2 Impacts reoperation] <i>2. The Draft EIS/EIR's discussion of impacts and alternatives is insufficient because the document fails to address the implementation of new operations.</i></p> <p>The document states that any consideration of the impacts of changed operations cannot be determined and defers this discussion and development of operational alternatives to a point after this project has commenced. At that later point, however, operational alternatives could be constrained or favored by the physical solution that is selected and constructed. In addition, the range of alternatives examined in the Draft EIS/EIR does not encompass alternatives involving downstream levees. Where the Water Resources Development Act of 1996 contemplates development and implementation of a flood damage reduction plan for the American River, no such plan is accounted for in the Draft EIS/EIR. As a result, the flood control alternatives and their impacts are too narrowly described in the Draft EIS/EIR to meet the requirements of NEPA. The studies should be completed and described in a more comprehensive set of alternatives before a revised draft EIS/EIR is issued and operational impacts should be considered to the extent possible.</p> <p>[#166-3 Impacts indirect and cumulative economic impacts to water users] <i>3. The Draft EIS/EIR should address the range of financial impacts on CVP water contractors.</i></p> <p>Because the Draft EIS/EIR has deferred any discussion or evaluation of operational rules, there are no estimates of the economic/financial impact to CVP water contractors, due to likely changes to the operation of Folsom reservoir resulting from the</p>
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		<p>Proposed Project and other alternatives. In turn, no remedies have been identified to compensate CVP water contractors for likely operational changes that could result in reduced water supply. The document, in other words, has failed to consider the indirect and cumulative impacts that are likely to result from the project.]</p> <p>EBMUD requests that the Corps and Bureau of Reclamation consider these issues in finalizing the Draft EIS/EIR. We appreciate the opportunity to comment on this document and look forward to future opportunities to participate in the changes contemplated for Folsom Dam.</p> <p>Sincerely, Alexander R. Coate Manager of Water Supply Improvements</p> <p>ARC:GCH:acr cc: Rob Alcott, EBMUD Karen Donovan, EBMUD</p>
167	Kelly James	<p>Hello,</p> <p>[#167-1 Recreation lake access closure] I saw the article on Folsom Point on the News 10 website regarding the closing of Folsom Point for seven years. I live in Folsom and use the lake on a regular basis. Closing a major ramp and parking lot is going to cause major problems during the summer, not only for Folsom residents but for all who use Folsom's recreational facilities.</p> <p>I urge you t o find another solution that will not adversely impact the community.</p>
168	Gary Devers	<p>Dear Sir:</p> <p>[#168-1 Recreation lake access closure] If you intend on closing Folsom Point I will sell my boat and for the first time in twenty years not buy a season pass. This launch is used by myself and most of my friends in the area. Please revise your staging area somewhere else, my family loves the lake and will miss it in the event you use the parking lot for a staging area.</p>
169	Director Raynor Tsuneyoshi	<p>Calif. Dept. of Boating and Waterways 2000 Evergreen Street, Suite 100 Sacramento, Calif. 95815 Tel: 916.263.4330 Fax: 916.263.0648</p> <p style="text-align: center;">January 22, 2007</p> <p style="text-align: center;">Shawn Oliver Bureau of Reclamation 7794 Folsom Dam Road Folsom, CA 93630</p>

		<p>Dear Shawn Oliver:</p> <p>[#169-1 Recreation lake access closure] The California Department of Boating and Waterways strongly urges the Bureau of Reclamation to refrain from closing the Folsom Point recreation area to visitors while Folsom Dam is undergoing modification.</p> <p>The Folsom Point boat launching facility is very important to the thousands of recreational boaters each year who rely on this launch ramp for access to Folsom Lake. [#169-2 Recreation remaining lake access] While there is another boat launching ramp at nearby Browns Ravine, it is not large enough to handle the additional boater demand that would be created by the closure of the Folsom Point launching facility.</p> <p>Sincerely,</p> <p><i>Original Signed By:</i></p> <p>Raynor Tsuneyoshi Director</p>
170	Karin Miller	<p>[#170-1 Recreation lake access closure] I would like to voice my opinion not to close Folsom Point. My husband and I moved here from our childhood homes in the Bay Area specifically to be close to the lake and enjoy the recreation of the Folsom area and quaint neighborhood. We live in Briggs Ranch and bought a boat two years ago, we take my 10-yr. old son and his friends on the boat each summer and feel privileged to be so close to the lake. The reason people move to Folsom is for all of the wonderful things (especially the lake). We hope you make decisions that are for the benefit of the people that live their today!</p>
171	Joel & Cathy Miller	<p>Mr. Oliver, sacrifice is necessary, even though we will be affected.</p> <p>[#171 In support of project] Those same people that are against the closure would be the 1st to put the blame on the gov. if there was a flood. Do the right thing!</p>
172	Leslie Nagel	<p>Mr. Finnegan:</p> <p>[#172-1 Recreation lake access closure PD alternate staging areas] I would like to put my two cents in about the possibility of closing Folsom Point for work on the dam at Folsom Lake. My family and I are against the closing of Folsom Point and would prefer that an alternate site be found.</p>
173	Derek & Deborah Reinbolt	<p>Mr. Shawn Oliver, Bureau of Reclamation and Ms. Becky Victorine, US Army Corp of Engineers</p> <p>Hello, My wife Debbie, our two school age children and myself have lived in Folsom since August of 1993. One of the main reasons we moved to Folsom was the wonderful lake (Folsom Lake), located in the town. This lake provides much needed recreation, boating, picnicking, etc.... for area residents during the warm months of the year. We frequent the lake often during the summer and have enjoyed many days boating there. We have introduced many families and children to boating, water skiing, tubing and other water sports over the years. [#173-1 Recreation lake access closure and remaining lake access] As you may or may not be aware, there is VERY limited access to the lake and there are principally only three boat ramps. Granite Bay, Browns Ravine and Folsom Point are the launching points on the lake for power boats and each includes limited parking for lake guests and car/trailer parking. On most weekends and holidays, these three ramps are busy most of the day and parking lots filled by late morning, at which point no more</p>

		<p>boats are permitted on the lake. Browns' Ravine has the most limited facilities for launching boats and parking vehicles. If Folsom Point was to be closed, this would leave two ramp/parking facilities, one of which is the least desirable of the three.</p> <p>The Folsom community was injured after the events of 9/11 when the Bureau of Reclamation took advantage of this opportunity to close the Dam road. Many businesses have closed, were forced to relocate to stay in business or have been strapped financially due to the traffic created as a result of this closure. The community has endured the closure of a main artery to and from Folsom and is hopeful that the bridge connecting Granite Bay with Folsom will be built soon. [#173-2 Socioeconomics businesses] [#173-3 Property values] Closing Folsom Point for SEVEN years will deal the community another blow and likely cause property values to fall, businesses to close, increase traffic and hurt the style of living that many of us moved to Folsom to enjoy. Some might say "it is only seven years". In seven years my oldest daughter will be a junior in college and my youngest will be a senior in high school. The Folsom community is primarily families and I would fully expect that most feel the same way about the possible closure.</p> <p>The best location for construction and staging is right next to where the spillway is scheduled to be built. This area has been closed to the public since 9/11 and would be ideal, as it is not currently used and the materials would be at the closest point for ultimate construction placement. There is ample truck access to this area as existing roads could be used and the area is already secured from the public. Security and safety would be better than anywhere else as a result.</p> <p>We understand that another spillway may be needed for Folsom Lake. The people of Folsom are not against building the spillway, only the negative impact on this great community as a result of closing one of the few access points to Folsom Lake in Folsom that is simply not necessary. Please reconsider the location for staging the spillway construction and keep Folsom Point open to the public so the community can enjoy this wonderful Lake.</p>
174	Stacey Mefford	<p>Mr. Shawn Oliver and Ms. Becky Victorine, [#174-1 Recreation access closure/alternatives] As a user of the Granite Bay launching point to Folsom Lake I'm very concerned over the news I heard about the closure of Folsom Point for seven years!! It is already very crowded at the launch areas on the weekends and closing another point will make it even worse. We have already had to endure the closure of access to Folsom with the closure of the Dam road, which hurt Folsom deeply. Aren't there some alternatives for the construction and staging like right next to the spillway where a road was already closed to the public?</p> <p>I understand that the spillway is needed but can't it be done without more inconvenience to the residents and uses of the lake? Please reconsider the location for staging and the spillway construction and keep Folsom Point open to the public so we can enjoy the lake.</p>
175	Cheryl & Andy Kurimay	<p>Dear Mr. Finnegan, and To all of you who can make a difference: [#175-1 Recreation lake access closure] As a resident of Folsom, I am asking that you do everything in your power to keep Folsom Point State Park open..... It is such a Blessing to have this beautiful park in our midst. What a loss it would be if it was taken it away..... This is a family community. We bring our children and grandchildren to the area to walk, picnic, fish and enjoy nature....At the least it is such a peaceful place to get away from busy schedules and just reflect on what is important.....and this issue is important!!</p> <p>[#175-2 Socioeconomic businesses] Also, this is a popular boating area and the closure would definitely impact the businesses in the area, especially in the summer.. Business owners have expressed great concern. Folsom has already suffered a lot of business closures due to the impact of closing the DAM Road. We ask you please to help us in this endeavor,</p>
176	Chere' Presley	<p>To all of our honorable representatives:</p> <p>Please be advised that we, citizens of Folsom, CA have been put on notice that a proposed closure of our local state park is scheduled for the fall of 2007. The 100% closure is for a lengthy period of 6 - 7 years. This proposal comes from the Bureau of Reclamation and the U.S.Army Corps of Engineers. It is our understanding that our beautiful park and recreation area will be used as a construction staging area for different work projects on the dam and Mormon Island Spillway by the Bureau and Army Corps of Engineers.</p> <p>It is our belief that this closure will have deep and dramatic effects on families, businesses, tourism and the environment. The</p>

		<p>consequences are far reaching. [#176-1 Recreation lake access closure/alternatives.] This is a family community. We bring our children to the lake to walk, bike, swim, picnic, fish, boat and just enjoy nature. This scenario is repeated over and over again. Folsom Point is one of the reasons people buy homes in this area. This park is one of the jewels of Folsom. Bird Watchers frequent the park. [#176-2 Vegetation and Wildlife.] I might point out that even though the Bald Eagle is no longer on the endangered species list, it is still protected by the "Bald and Gold Eagle Protection Act". It is my understanding that one of the afforded protections is not to disturb the nesting area or flight pattern area. This needs more investigation. We have not been given adequate time to investigate the impact that this proposal will have on our environment. We have other migratory birds that now nest there as well. [#176-3 Air quality]. The environmental impact on our air quality could be dangerous for residents. This is a pathway for many other animals as well. Rattlesnakes also reside at Folsom Point. [#176-4. Socioeconomics businesses.] The businesses in Folsom will definitely realize a financial impact. Our business owners look forward to the summer months when tourists and other lake traffic provide much needed revenue. Our businesses suffered with the closure of the Dam Road and now this may be the proverbial "straw" for financial loss. Business owners have expressed a great concern. We do not oppose positive improvements on the dam. We request a staging area that will not hurt so many families, businesses, wildlife, and real estate values. [#176-5 Public Involvement.] In all truth we have not been given adequate time in which to address these issues. Our first notice was on January 9th. 2007. We were advised that 3,000 flyers were sent out. This is a city with a population of 63,000. The deadline given to us to discuss the closure is January 22, 2007. That was essentially "no notice." We need counsel as to our rights and the right of the wildlife who cannot speak for themselves.</p> <p>We ask all of you, as our voice and representatives, to please aid us in this endeavour.</p>
<p>177</p>	<p>Dan Otis</p>	<p>Mayor Morin: [#177-1 Recreation lake access closure/alternatives] I want to urge you to take action to weigh in on the potential USBR closure of the major recreation and boating facilities at Folsom Lake at Folsom Point and other locations. This could eliminate the major recreation and boating access for up to 7 years! My 13 year old son would be an adult by the time the facilities reopened for our family's use. USBR needs to revise its draft EIR to include the use of other areas for spillway construction staging--other areas besides those already in use by hundreds of thousands every year. I am sure that there are sites that could be developed at slightly more cost than already developed areas such as boat launch facilities, but those minor costs are small in such a huge project as that being done on Folsom Lake. We all agree that the work needs done, but USBR needs to find alternatives that will allow uninterrupted use of the Lake's boating facilities at the busiest State Park in the area. That is a very high value, especially for Folsom residents.</p> <p>Please let USBR know that you want an alternative that does not use the valuable boating facilities as the cheapest location for construction staging. Comments are due by this Friday, and can be emailed to USBR at: soliver@mp.usbr.gov and mfinnegan@mp.usbr.gov, 916-988-1707.</p> <p>Thanks for helping us protect the use of Folsom State Park recreation and boating facilities for the hundreds of thousands of California taxpayers using the facilities, and the residents and businesses of Folsom.</p>
<p>178</p>	<p>Angie McLaughlin</p>	<p>[#178-1 Recreation lake access closure] The closure of Folsom Point by the Bureau of Reclamation will have a deep effect on our family community. We take our children to Folsom Lake to swim, bike, hike, fish, boat, & enjoy nature. This is our only access to the lake in this area.</p> <p>[#178-2 Socioeconomics businesses] [#178-3 Property values] Closing it will hurt businesses & have a definite financial impact. Businesses in this area have already been hurt by the closure of Folsom Dam. It will also effect housing in the area. The environmental impact also needs to be investigated before any decision is made.</p> <p>[#178-4 Public Involvement notification of project] Folsom citizens were not given proper notice of this "Proposed" closure.</p>

		Please help prevent this closure.
179	Liz Young	[#179-1 Recreation lake access closure.] I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well. Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.
180	Teresa Romero	To whom it may concern; [#180-1 Recreation lake access closure.] I am concerned about the proposed closure of Folsom Point State Recreation Area. It seems that Folsom Point is used by many different people in the community for both recreation and just plain old peace and quiet. My husband and I go up there with our lunch and sit and talk, it has become a place where we can relax, be away from all the craziness of our everyday lives. It is so peaceful and tranquil up there, overlooking the lake. Please do not take that away from us. Please choose an alternative solution, as closing Folsom Point seems tragic to me. Thank you for your time.
181	Chris Landry	To Whom It May Concern: [#181-1 Recreation lake access closure.] I strongly encourage you to find other options to the Corps of Engineers levee work than to closing Folsom Pt. My family and I are frequent visitors to Folsom Pt, and the proximity and ease of use of Folsom Pt is one of the primary reasons we chose the neighborhood that we now live in. The closure of Folsom Pt is simply unacceptable. Thank you for your consideration.
182	Carrie Cain	[#182-1 Recreation lake access closure.] I strongly object to the proposed closure of Folsom Point State Recreation Area! This proposition is unacceptable to the citizens of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating and having picnics. It's closure would be an outrage. Folsom Point is the only access to Folsom Lake in the City of Folsom. Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.
183	Maria Errante	To whom it may concern; [#183-1 Recreation lake access closure.] I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well. Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.
184	Susan Mussett SLDMWA	[#184-1 Cost Allocation.] Any costs attributed solely to Flood Damage Reduction must not be reimbursable by CVP contractors. For example, since Reclamation has determined that a dam raise and operable spillway gates are not required for Dam Safety, the DEIS/R should make it clear that any costs for a dam raise or in excess of the cost of a fuseplug spillway will not be borne by water and power users.
185	Susan Mussett SLDMWA	[#185 New Bridge.] The bridge to be constructed immediately downstream of the dam is not related to either Dam Safety or Flood Damage Reduction and no portion of the costs for the bridge are to be borne by CVP water and power users.
186	Susan Mussett SLDMWA	[#186 No Action Alternative.] We understand that the Folsom operations are not part of this environmental review, but some of the language in the DIE/R could be confusing regarding this issue. It should be made clear that the Interim Operations pursuant to the

		agreement between Reclamation and SAFCA is a temporary plan and has not been analyzed under NEPA or CEQA as a long-term operations plan. Therefore the baseline or "without project" alternative must be based on the 400,000 AF flood reservation only and not the variable flood reservation levels in the Interim Operations agreement.
187	MK Veloz	<p>Dear Mr. Oliver:</p> <p>The Northern California Marine Association (NCMA), a non-profit trade association, represents approximately 300 member companies, the majority of which are located in Northern California. These small business firms represent businesses involved in the recreational boating industry; including boat dealers, brokers, marinas, boat yards, chandleries, marine equipment and electronics suppliers, publishers, and marine finance and insurance specialists. In addition to supplying the needs of California's 3.5 million boaters and anglers, the recreational marine industry has a significant impact on the state's overall economy. California's Department of Boating and Waterways recently determined that statewide, boating contributed approximately \$16.5 billion to the Gross State Product annually. In addition, boating contributed \$1.6 billion in state and local taxes annually. There were 8,500 boating related businesses in the state that provided more than 284,000 jobs to the economy.</p> <p>The economic health of Northern California's recreational marine industry depends on maintaining access to the area's navigable waterways. The alternatives outlined in the Draft EIS/EIR rely on closing Folsom Point for use for up to seven years as a staging site and storage area for the project. [#187-1 Recreation lake access closure/alternatives.] This proposal would seriously impact recreation access for the approximately 125,000 annual visitors to the site. Over the six to seven year life of the project 816,021 visitors would be lost.] [#187-2 Socioeconomics businesses.] Not only would this severely impact recreational marine businesses, but it would also impact the area's local economy, since many of these visitors patronize local supply shops, restaurants, gas stations, and grocery stores. Furthermore, disrupting recreational activity at Folsom Point threatens to create congestion at other entrances to the Folsom Lake Recreation Area. The California Department of Parks and Recreation, which operates the Folsom Lake Recreation Area, would suffer a serious economic loss if this were to occur. [#187-3 Socioeconomics state parks.] State Parks already diverts \$27 million from the Department of Boating and Waterways' Harbors and Watercraft Revolving Fund. Those funds, paid for by the gas taxes California boaters pay to fuel their boats, are used to repair and build marinas, launch ramps, and other boating facilities throughout the state. The \$27 million diversion has already negatively impacted the Boating Department's ability to adequately address the state's boating infrastructure needs. Putting further stress on the State Parks' budget, by closing Folsom Point for an extended period of time, would likely result in further attempts to divert funds from the Revolving Fund. Therefore, the economic impact would ripple throughout the state and would not just be limited to the local area.</p> <p>At the public hearing at the Folsom Community Center on January 10, several representative stakeholders from Folsom's recreational community suggested alternatives that would not so severely impact access. They suggested that the Bureau and the Corps host a series of forums with the stakeholders to identify mutually beneficial alternatives. The NCMA strongly supports this suggestion. We believe that there are alternatives that would allow the Bureau and the Corps to carry out its vital work without crippling the local and state recreational community. The NCMA would also be more than happy to participate in and to contribute to this process.</p> <p>Thank you for the opportunity to comment. If you have any questions, please contact me at 510-334-8866 or at ncma-gr@comcast.net.</p>
188	Jane Pearson	<p>[#188-1 Recreation lake access closure/alternatives.] I am sickened to hear that Dyke 8/ Folsom Point has a planned closure. I object to this decision as it is the only access to the residence of Folsom on this side of the lake. We just bought a boat and launching is already problematic due to over crowded conditions. I cannot fathom how we will be able to access the lake as the proposed closures will no longer make boating feasible for those of us on the East (?) side of the lake.</p> <p>I live near Briggs Ranch Road. I've lost easy access to Roseville and I-80 North bound due to the closure of the Dam road, now I am hearing that my close residential boat launch access is being curtailed. I have been a resident of Folsom for 20 years and each "improvement" has adversely effected my quality of life. Please don't close Folsom Point to the residence of the city. Please explore other options that are available.</p>

189	Branton and Jennifer Obenaus	Hello, [#189-1 General.] Please do not close this valuable and extensively used neighborhood recreational resource (Folsom Point / Dyke 8). The state park on East Natoma is one of the reasons we chose to buy our home in this area.
190	Michael Avakian	Mr. Oliver, [#190-1 Recreation lake access closure.] I am a recent resident of Briggs Ranch. A major decision in moving to this neighborhood was the Lake access at Folsom Point. We lead a very active life and enjoy the close Lake Access and have become very concerned that Folsom Point would be closed to Stage the construction of a new Dam Road. I ask that the team please consider a new location for staging their equipment. Why would this project want to impact the quality of life for Folsom Residents in such a negative manner. Please consider other locations.
191	Marcus MacTaggart	Hello, [#191-1 Recreation lake access closure/alternatives.] I recently became aware of the proposal to close Folsom Point in order to increase flood protection. I have been a Folsom resident for the past 16 years and 2 years ago I was finally able to purchase a boat. My family and I use it year round exclusively in Folsom Lake for water sports, fishing, picnics etc. Folsom point is not only the best access on the whole lake, it is the most convenient for us. [#191-2 Recreation remaining access points.] I have attempted to put my boat in at both Browns Ravine and Granite Bay in the past. While Browns Ravine is not that far away, the boat ramp is often extremely crowded and the boat trailer parking is limited when the water level is high as it is for several months during peak fishing and boating season. Granite bay is at least a half hour drive away, and also it is often crowded due to the easy access from I80. If Folsom Point was closed for the proposed 6 years I a very sure that the utilization of my boat would be cut in half if not more. My kids are in their early teens and we have been able to strengthen our family bond through our many outings on our boat. By the time Folsom Point opens up again, my kids will be going away to college. Essentially this means we would miss out on critical time with our children during their teenage years. This prospect troubles my wife an I greatly. [#191-3 Socioeconomics businesses.] In addition to the loss to my family, I am also concerned about the loss to the Folsom economy. We have already suffered business loss due to the damn road closing....now this. I am one of those people who throws money into the Folsom economy to support my boating lifestyle. If that lifestyle is significantly cut back, I will be significantly cutting back on the money I spend in Folsom to support my boating activities. This includes fuel, food, drinks, boating accessories, and maintenance costs. This kind of scenario will likely happen to a lot of Folsom boating families and the city business will also suffer from the loss of people coming from out of town to use Folsom Point. I personally do not understand why another area can not be used in the same capacity as the proposal for Folsom point. For instance the old parking lot by the dam has not been used in years. [#191-4 Recreation mitigation.] At the very least if the proposal for closing Folsom Point does get approved it should require that better access and trailer parking should be provided at Browns Ravine to help make up for the loss. Thanks for allowing me to comment on this subject
192	Jill Ellis	Dear Mr. Oliver, [#192-1 Recreation lake access closure.] I live in the Briggs Ranch area in Folsom, and I am hearing that the Bureau of Reclamation is planning on closing Folsom Point while the bridge is under construction. I urge you not to do that. Folsom Point is a place where many people walk their dogs, go for runs and use the boat ramp for water recreation. [#192-2 Recreation remaining access points]. During the summer Folsom Point is so busy. Closing it would cause major traffic congestion at the other boat ramps.] One of the reasons I chose Briggs Ranch to live was because it is so close to the lake. I understand there needs to be an area for the bridge construction equipment, but please consider a different area. Closing Folsom Point for seven years would not be the right decision. Thank you for listening!

193	mair auerbach	<p>[#193-1 Public Involvement Process.] I am writing to object strongly to any idea of closing Folsom point, also to the underhand way this whole affair appears to have been handled.] mair auerbach</p>
194	Lisa Tomiak	<p>Mr Oliver, I writing you to voice my opposition to planned closure of Folsom Point. This proposal will impact this community in such a severe way that it may never recover, destroying the lives and financial stability of residents still struggling to recover from the closure of the dam road. Your planned proposal will not only effect the quality of life but the health and safety of residents and wildlife. According to the Bureau's Findings: [#194-1 Vegetation and wildlife.] <i>Destruction of wetlands or possible permanent loss of wetlands</i> The loss of wetlands will effect many species of birds, mammals, protected amphibians, fish, and endangered insects. Our need for more water is going to impact the wildlife of the lake possibly forever. It also mentions the creation of solid waste. This is a beautiful state park you are callously using as cement factory and staging area. This delicate environment and the many animals that call it home could be permanently destroyed and that is just too high a price for more water. One issue you did not address was our resident Eagle (aka lovingly known as Folsom) Although the Bald Eagle may no longer be on the endangered species list, it is still protected by the "Bald and Golden Eagle Protection Act" It is my understanding one of the afforded protections is not to disturb the nesting area or flight pattern. Is your proposal in violation of this Act? [#194-2 Water Quality.] <i>Damage to Water Quality:</i> Folsom lake is known for its beautiful clear water. Families flock to enjoy it. The increased turbidity and siltation will make this impossible. [#194-3 Air Quality.] <i>Air Quality</i> This is my greatest concern. I live in Brigg's Ranch, the neighborhood directly across the street from Folsom Point. I have two daughters that have asthma. Your own study says that NOx and Particulate PM10 emissions will exceed deminiis thresholds. How is this going to effect their already challenged lungs? How are they going to hang out in their own backyard when you poison the air? What are the long term effects of breathing these chemicals. Another issue to air quality is the naturally occurring asbestos in the soil, it is not an issue until you start moving it around. The soil relocation and blasting will put these carcinogenic chemical into the air to poison Folsom Families. [#194-4 Transportation.] <i>Significant Impact to Roadways:</i> Getting around Folsom has been challenging to say the least since the Dam Road closure. Natoma Street is already severely overcrowded, the addition of construction traffic will make it impossible to navigate the city and dangerous for residents. Emergency vehicles may have difficulty responding to emergencies due to traffic congestion. The increase of traffic will also damage our roadways. [#194-5 Visual loss of lake views] <i>Permanent Loss Of Lake Views:</i> Many of us in Folsom bought our homes because of Folsom Lake and the beautiful views. This proposed closure is going to adversely effect the [#194-6 Socioeconomics property value.] property values of our homes. This will have a huge impact on the financial stability of this community. The loss of lake views is going to eliminate the very reason we moved to this community. [#194-7 Noise.] <i>Increased Noise Levels:</i> According to your study Noise levels will surpass levels at the three receptor sights. Day and nighttime noise will be an issue. Daytime blasting will cause loss of quality of life and possible damage to our homes. The solution of scheduling truck traffic during daytime hours will only further impact our roads. How are residents supposed to deal with the increase noise levels. You are destroying our quality of life. [#194-8 Recreation park post-construction.] <i>Change in Folsom Point State Park:</i> What will be left of Folsom Point after your proposed project? With increased water levels how much of our park will remain? [#194-9 Recreation lake access closure.] <i>Loss Of Recreation:</i> I personally use Folsom Point on an almost daily basis. I enjoy morning walks around the lake for exercise, my dog enjoys walking and swimming in the lake, my family picnics and celebrates special events in the picnic area, boating and fishing are also family favorites. The lake and easy access is why we bought our home where we did.] [#194-10 Recreation remaining access points.] If you close Folsom Point the other local boat launches will be overwhelmed and unable</p>

		<p>to handle the added traffic.</p> <p>[#194-11 Public Utilities.] <i>Public Works:</i> Folsom recently went through the headache of putting in the Natoma pipeline. This was a necessary inconvenience for residents. Your proposal includes the possible damaging or relocation of this pipeline. What impact will this lead to on our community.</p> <p>Folsom is a wonderful family oriented community, the proposed closure of Folsom Point will destroy our quality of life. Please develop an alternative plan that will not create such adversity.</p>
195	Jackie Kolander	<p>I grew up water skiing on Folsom Lake, and although I don't water ski there right now, it is one of the reasons we chose to move into Briggs Ranch 9 years ago when coming back to this area after college. [#195-1 Recreation lake access closure/alternatives.] We use the area to hike to often as a family and walk from our home. Closing the bridge for 7 years is unreasonable amount of time. My kids will be grown and out of the house in 6 - 10 years. Closing the bridge for that long will change the memories we have of hiking and exploring along the lake shore. [#195-2 Property value.] It will affect the property values in Briggs Ranch. It is not reasonable to close off a highly utilized access to Folsom Lake because of the construction of the new bridge for a period of 7 years. I want you to know I object to closing Folsom Point, as one of the great things about living here is access to the lake.</p>
196	DS	<p>To whom this may concern.</p> <p>The Folsom Point Recreation Area (FPRA) is just what it is called; a "recreation Area".</p> <p>However, the unacceptable and unnecessary closure to the area would require a name change.</p> <p>[#196-1 Lake access/alternative staging areas], What is sad is that there are alternative sites which can be used for the same purpose as that which the FSRA would serve.</p> <p>[#196-2 Socioeconomics businesses.] Also the unforeseen costs (the adverse of the benefits of having the rec. area) to the community which has come to depend on it as a way of life would and do far outweigh the costs of forgoing the use of this site for another one. These benefits such as : biking, boating, running, walking, nature seeking, picnicking and simply a place to relax from the everyday stresses the local and regional taxpayer encounters.</p> <p>Having the recreation area is not a luxury to the people of Folsom and its surrounding areas BUT a Necessity!</p> <p>Therefore it is strongly recommended and encouraged that another site is chosen. It must be understood that at any additional cost, it is well worth it to adapt another site than that of the FPRA.</p>
197	John and Cheryl Mandsager	<p>We understand the Bureau of Reclamation is proposing to close Folsom Point/Dyke 8 to all visitors for a duration of up to 7 years effective Fall 2007 while the Folsom Dam is retrofitted. [#197-1 PD Lake access closure/alternative staging areas.] While we support the dam project, we understand there are many other alternatives that have yet to be explored. These alternatives would allow Folsom Point to remain open to the public. Since we enjoy visiting Folsom Point many, many times a year, this closure would have a negative impact on our family. We imagine the impact on most, if not all, of the families in our neighborhood would be the same. We urge the Bureau of Reclamation to pursue the Dam project in a manner that will allow Folsom Point to remain open to the public</p>
198	Anonymous	<p>[#198-1 Recreation lake access closure/alternatives.] As a resident of Folsom I urge the Bureau of Reclamation to find an alternative site to stage improvement operations to the Folsom Dam. In the spring and summer I use Folsom Point as a place to fish and launch my boat from.] [#198-2 Socioeconomics businesses.] If Folsom Point is closed I will no longer purchase an annual recreation pass for access to the lake and I will not stand in line at Browns Ravine or any other launch facility to launch a boat (economic impact). Additionally, Folsom Lake is open to the public and access to it should remain in the public's domain. Completing the work from another staging area makes sense. This would allow continued access to the lake at Folsom Point for fisherman, recreational boaters, and those using the picnic areas. Thank you for your consideration.</p>
199	George R Koch	<p>In relation to the hearing which was recently held regarding the possible use of Folsom Point as a supply and equipment depot for the forthcoming raising of Folsom Dam, please allow me to point out what time and evolution of purpose has occurred:</p> <p>We are well aware of the original purpose of Folsom Dam and Lake was to provide flood protection and water source and power for our</p>

		<p>area. Well and good idea. That was a long time ago. Since then, the population has more then doubled. The recreation potential of the lake has been fulfilled in that access to it is, although minimal during the warmer months of the year, has been developed to the great enjoyment of the public.</p> <p>[#199-1 Recreation remaining access points.] Any reduction in access at this time will have drastic consequences for the public in their use of the lake, for during busy times at the launching areas long lines of vehicles and boats must wait patiently for launching. Likewise, water craft seeking to return to the shore have quite a time slipping in to a dock to gain their turn.</p> <p>Any reduction in access to the lake must make matters worse and simply cause many to go elsewhere, or simply reduce their water recreation. [#199-2 Socioeconomics businesses.] Of course, reduced income for access is a certainty.</p> <p>[#199-3 PD alternative staging areas.] Surely for a project as large as raising the level of the lake, a process taking years, justifies a specific area for both stockpiling materials and equipment and could also have its own lake access for barge transport. Yes, additional cost is involved, but, compared to the cost of the project and the benefit to the public and the reduction in income from users, it seems justified.</p> <p>Thank you for allowing me to contribute my feelings in this matter.</p>
<p>200</p>	<p>Ian B Cornell</p>	<p>[#200-1 Recreation lake access closure/alternatives.] We represent the interests of hundreds of outdoor product dealers and serve as the de facto representatives of the millions of local outdoor enthusiasts who have visited the Sports, Boat and RV Show in its 54-year history. While we support the flood control and security measures planned for Folsom Dam and the surrounding dykes, we wholly oppose the closure of the lake, launch ramps, and surrounding trails during the construction.</p> <p>Folsom Lake is an important asset for outdoor recreation enthusiasts. [#200-2 Socioeconomics businesses.] Closing access to its shorelines and boat ramps will be very detrimental to the people who use those amenities and extremely harmful to the boat, recreation vehicle and outdoor product retailers in the region. Some of those, which depend on their proximity to Folsom lake for their success, would very likely be forced out of business by the closure.</p> <p>The access points to the lake are already highly impacted. While there is plenty of room on the water, space on the launch ramps is limited during peak times. If one launch area closes or is reduced in its capacity, the others cannot handle the increased load. Other waterways in the region, such as the American River and Sacramento River, also cannot handle the increase.</p> <p>As boaters, we know the impact we, and the hundreds of thousands like us, have on the local economies. A typical day at the lake starts with a visit to a gas station and store to stock up on snacks, beverages, ice, and fuel. When the day ends, we refill the fuel tanks and usually visit a restaurant for dinner. Even a small group of people spending a day on a boat brings hundreds of dollars to local businesses before and after a trip to the lake.</p> <p>As representatives of the industries impacted by access to the lake and local outdoor recreation enthusiasts, we encourage continued access to the lake and its shoreline before, during, and after any construction takes place.</p>
<p>201</p>	<p>Carole and David Jones</p>	<p>We wholeheartedly agree with the need for this project and understand the benefit to all. We are impressed with the collaboration between the departments involved. [#201-1 Noise and Transportation.] As a Briggs Ranch resident, we are concerned about the noise and traffic impact during what will be a project lasting years, not months. We have the impression we may be more impacted than other sites. Please keep affected residents informed of the work schedule, maybe on your website.</p> <p>Monday-Saturday 7-7 will seem very long. Please give us our Saturday afternoons in summer and standard holidays to enjoy!</p> <p>Please discourage worker and truck vehicles from using Briggs Ranch as a short cut! Please put yourselves in our position. We hope this will not affect our quality of life to drastically. Remember, we are homeowners and voters!</p>
<p>202</p>	<p>Rick Miller</p>	<p>[#202-1 Noise.] I am writing as to my opposition to any plan to use the area known as MIAD (N. of Green Valley Rd, E. of Natoma) for any staging, construction, rock crushing and any like activity regarding the Folsom Lake Dam construction project.</p> <p>I am a resident of Folsom and live in the foothills community of Empire Ranch which is across from Green Valley Rd. The noise levels are already extremely high from normal road activity 24 a day. As noted in the current Executive Summary, noise levels will increase to</p>

		<p>unacceptable levels. This valley is shaped like a bowl, so noise would travel without being muted. [#202-2 Air quality.] Also, the prevailing wind comes out of the north blowing across the current structure over our community. In addition to 'carrying' the noise further distances, a potentially greater issue or threat to this family community is the exposure to asbestos and other construction dust and debris and the health problems these will create now and in the future.] In closing, the option would be unacceptable and would likely lead to considerable resident disruption and legal activity.</p>
203	David Graves	<p>I am strongly opposed to the closing of Folsom Point. I have lived in Folsom for 17 years and I am currently building a custom home in the Vista Del Lago development on East Natomas right next to the Lake. One of our major decisions to build in that custom development was the proximity to the Folsom Point recreation area. I have (2) teenage boys 14 & 16 and own a ski boat to enjoy family time with them. The next 5 years are critical & special years for us as a family prior to both of them going off to college. My wife and I created a strong long term plan to build and enjoy their High School years in our new custom home right up the street from Folsom Point. Our whole family enjoys boating, picnicking, and jogging at the lake for family time. All of which we do by accessing the Lake at Folsom Point. You can imagine our disappointment and shock when it was announced January 9th 2007 the Folsom Point recreation area would be closed for the next seven years. [#203-1 Socioeconomic property values] This would devastate us as a family let alone our life investment into the custom home we are building just up the street from Folsom Point. Our house is approximately 2 months from completion and I can only imagine what this is going to do to its value and our Family plan of living in this new house. You just can not get back these next 5 years that we are entering into with our boys. These years only come once in a life time and we thought we had a very solid plan ready to be realized in a couple of months.</p> <p>I urge you to reconsider this plan. [#203-2 PD alternate staging area] Please find another location to stage construction that would cause much less impact for seven years. Many sites come to mind, primarily the look out point on the dam road which is already inaccessible to the public. That is a huge area in close proximity to your project. [#203-3 Recreation mitigation] Even if a temporary boat launch is required for project construction access to the lake it would be a straight shot to the dam and completely accessible from the dam road that is already closed to traffic. To build a boat launch when the lake is low would be a much better idea for all. Financially I am sure it would calculate out as well when compared to the lost revenue of losing Folsom Point for 7 years, and to the lost revenue to the local businesses that rely on the Lake. [#203-4 Traffic] The increased traffic at Folsom Point on Natomas street and loss of property values would be a huge negative impact to the City of Folsom Residents. Also, there is plenty of state land on either end of the dam road that could be utilized for construction staging as well that would create less impact to the City of Folsom. Please provide an impact report for consideration of all of these sites prior to taking the easy one of Folsom Point.</p> <p>[#203-5 Socioeconomic businesses] Please consider the Fiscal Impact to the many Folsom Residents & Local Businesses that have a similar story to mine.]Please understand the additional stress of building a custom home for the last two years right down the street from the lake access that was just announced to be closed for seven years.</p> <p>I throw myself at your mercy and plea with you to find another location more suitable for the community.</p>
204	John and Sandii Dalessi	<p>To whom it may concern;</p> <p>[#204-1 Recreation lake access closure/alternatives] We strongly object to the proposed closure of Folsom Point State Recreation Area and urge you to choose an alternative solution.] Folsom Point is used by many thousands of community members in the Folsom and El Dorado Hills area throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. [#204-2 Socioeconomic businesses] The closure would be an outrage and detrimentally impact the local economy and quality of life for those in Folsom.] Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well. Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.</p>
205	Anonymous	<p>[#205-1 Recreation mitigation] Folsom Point Park Closure: During the spring, summer and fall months numerous bass fishing tournaments have been held (almost every weekend) at this boat ramp site. Similarly, Granite Bay is crowded. Will accommodations be</p>

<p>206</p>	<p>Thomas E. Leard</p>	<p>made to accommodate loss of access to the lake? January 24, 2007 To: Mayor Andy Morin CC: Shawn Oliver at Bureau of Reclamation & Becky Victorine at U.S. Army Corps of Engineers RE: "PROPOSED' CLOSURE OF FOLSOM POINT STATE PARK (AKA) DYKE 8) by BUREAU OF RECLAMATION AND U.S. ARMY CORPS OF ENGINEERS Please be advised that we, citizens of Folsom, CA have been put on notice that a proposed closure of our local state park is scheduled for the fall of 2007. The 100% closure is for a lengthy period of 6 - 7 years. This proposal comes from the Bureau of Reclamation and the U.S.Army Corps of Engineers. It is our understanding that our beautiful park and recreation area will be used as a construction staging area for different work projects on the dam and Mormon Island Spillway by the Bureau and Army Corps of Engineers. It is our belief that this closure will have deep and dramatic effects on families, businesses, tourism and the environment. The consequences are far reaching. [#206-1 Recreation lake access closure.] This is a family community. We bring our children to the lake to walk, bike, swim, picnic, fish, boat and just enjoy nature. This scenario is repeated over and over again. Folsom Point is one of the reasons people buy homes in this area. This park is one of the jewels of Folsom. Bird Watchers frequent the park. [#206-2 Vegetation and Wildlife.] I might point out that even though the Bald Eagle is no longer on the endangered species list, it is still protected by the "Bald and Gold Eagle Protection Act". It is my understanding that one of the afforded protections is not to disturb the nesting area or flight pattern area. This needs more investigation. We have not been given adequate time to investigate the impact that this proposal will have on our environment. We have other migratory birds that now nest there as well. [#206-3 Air quality.] The environmental impact on our air quality could be dangerous for residents. This is a pathway for many other animals as well. Rattlesnakes also reside at Folsom Point. [#206-4. Socioeconomics businesses.] The businesses in Folsom will definitely realize a financial impact. Our business owners look forward to the summer months when tourists and other lake traffic provide much needed revenue. Our businesses suffered with the closure of the Dam Road and now this may be the proverbial "straw" for financial loss. Business owners have expressed a great concern. We do not oppose positive improvements on the dam. We request a staging area that will not hurt so many families, businesses, wildlife, and real estate values. [#206-5 Public Involvement] In all truth we have not been given adequate time in which to address these issues. Our first notice was on January 9th. 2007. We were advised that 3,000 flyers were sent out. This is a city with a population of 63,000. The deadline given to us to discuss the closure is January 22, 2007. That was essentially " no notice." We need counsel as to our rights and the right of the wildlife who cannot speak for themselves.] We ask you, as our voice and representatives, to please aid us in this endeavor.</p>
<p>207</p>	<p>Phil Lugo</p>	<p>My family and I moved to Folsom recently for many reasons but one of the main reason was Folsom Lake. We bought our home in Empire Ranch partly because it was close to Folsom Point boat launch. [#207-1 Recreation lake access closure] The idea of closing this access point would essentially take away a large family activity. My children are currently 6 and 8 which mean if Folsom point was to close for 7+ years then this would prevent us from this enjoyment. Please - DO NOT CLOSE!] [#207-2 Recreation remaining access locations] PS: Brown Ravine is already impacted for many summer weekends as it is - closing Folsom Point would make this situation worse.</p>
<p>208</p>	<p>Ted and Maggie White</p>	<p>This e-mail is in protest of the possibility of closing Folsom Point during the building of the new span across the American River. After 911 the dam road was closed creating a hardship on many people and businesses. Instead of using less fuel for our vehicles we increased gas usage. The reason for the closure was that someone could blow up the dam from the roadway. I'm a retired California Highway Patrolman and I know that anyone that wants to can blow up ANY dam they want to can by filling a boat up with explosives</p>

		<p>and driving it into the dam itself. This would cause more damage than a vehicle sitting on the road at the top of the dam with explosives. Now, your considering closing Folsom Point for the duration of building the new span.</p> <p>I have a boat and use Folsom Point every week during the summer. The launching areas available now are so busy in the summer that there's a good chance you can't even get in. On the weekends when the weather is exceptional all of the parking facilities for the lake fill up quickly. [#208-1 Recreation remaining lake access] If you close Folsom Point that leaves only one other facility on the east side of the lake, Browns Ravine, to launch. Browns Ravine is very limited in parking. I know for a fact that there are other places on the dam property that could be used, i.e. the parking lot at the east end of the bridge is an ideal place. It would be out of the way and would not affect anybody. Thousands of residents have been affected with the closure of the dam road and now thousands more will be affected.</p> <p>[#208-3 Public Involvement comment period] From the flyer's I've read the public was given notice on January 9, 2007 with with 3,000 flyer's???????????????? The city of Folsom has a population of approx 63,000 and then there's El Dorado Hills and other surround cities that use Folsom Lake We were given a deadline to discuss the closure of January 22, 2007. Our elected officials are suppose to look at the overall picture and do what's right for the residents in the area - THIS WHOLE THING SMELLS TO ME.....]</p> <p>Please think of the public when you make your decision as to this issue.</p> <p>PS: We moved to your city to have quick access to Folsom lake. If you close Folsom Point I would consider moving....</p>
209	Mark Rucker	<p>To whom it may concern,</p> <p>[#209-1 Recreation remaining lake access] It seems that you think that all the rest of the launches will handle the extra traffic that closing Folsom point would create do not do this. I pay taxes and fees just like everyone else.</p>
210	Nigel Olding	<p>Dear Mr. Oliver,</p> <p>I am writing to provide feedback to you about the Draft document published recently.</p> <p>[# 210-1 Recreation lake access closure/alternates] As a Folsom resident, I believe that the closure of Folsom Point for up to 7 years will be a disaster for the City and local area, and must be reconsidered immediately. [#210-2 Socioeconomic businesses] The impact on local business and residents will surely equal the other disastrous decision made by agencies out of the local area - namely, the closing of the Folsom Dam road due to 'security threats'. It is plain to me by looking at the condition of the historic area that the road closure has had a profound effect on the City, and the closing of facilities at the dam - Folsom Point - will surely have another negative effect, and hardly can be considered a 'fair' or 'shared' impact on the local community. Any plan that calls for the closing of existing recreational areas for multiple years, or other huge local impact, has to be regarded as flawed, particularly in light of the damage done to the City in the last few years by similar ill-considered closures.</p> <p>What are the other options that were considered and discarded? Why can't a staging area be constructed elsewhere to have a lesser impact on the existing recreational facilities? A project of this magnitude should surely be capable of including the construction of a staging area in an area with less impact. If not, why not?</p> <p>Please amend this draft plan to include staging in an area that will have far less local impact.</p> <p>[#210-3 Public Involvement web access] Also, I would like to point out that the EIS/EIR PDF documents are currently unavailable for review at the www.usbr.gov/mp website - any attempt to access them simply crashes the browser (Internet Explorer, Firefox or Opera). Is there an explanation for this sorry state of affairs?</p>
211	Brady Beckmann	<p>To all concerned,</p> <p>Our family was astonished when we heard of the possibility of Folsom Point closing.</p> <p>We moved to Folsom 6 years ago and access to the Lake was one of our key purchase decisions. We bought a boat because of our vicinity to the lake. We poured a driveway and re-landscaped our yard to store our boat. We have purchased an annual pass every year and we use the lake all of the time!! Our kids are 7 and 10. They both learned to kayak, kneeboard, waterski on doubles then on a single ski and now are venturing into wakeboarding. We go fishing, swimming and sometimes just drive around the lake and meet up</p>

		<p>with friends to have picnics and enjoy our incredible surroundings. Closing Folsom Point will dramatically effect the quality of our lives. It is not like we can just drive down the road and launch at Brown's Ravine. [#211-1 Recreation remaining lake access] The other launch ramps will NOT be able to keep up with the demand on the lake. Most of us will be turned away on the weekend.</p> <p>[#211-2 Recreation lake access closure/alternatives] A seven year closure will mean that our "Family Time" on the boat is gone. Gone until my kids are 14 and 17. High school and college age. In essence, the rest of their childhood. Please do something to STOP THIS!!! Is it possible to stage the work equipment on property closer to the Dam Road or the prison? I just cannot fathom another hit on the residents and businesses of Folsom.</p> <p>Please recognize this decision a complete disaster for the residents of Folsom.</p> <p>I sincerely appreciate your efforts to find another solution to this problem.</p>
212	Brett Heeke	<p>[#212-1 Recreation lake access closure] I am a Folsom Resident living within walking distance to Folsom Point/Dyke 8 and am very opposed to the proposition of closing the Folsom Point.access. This will be heavily destructive to our community and a lifestyle which makes Folsom such a great place to live. Please use all means necessary in finding an alternative for the Folsom Dam retrofit project.</p>
213	Matt Henry	<p>Dear Shawn Oliver,</p> <p>[#213 In support of project] I am sending you this e-mail to voice my opinions about the Folsom Dam Upgrades. I think that upgrading Folsom Dam is an excellent project. My feeling is that it is not a matter of if there is another major flood in the area only a question of when. Post Hurricane Katrina I don't think is responsible to ignore any reasonable opportunity to improve flood control.I am a White Water Guide on the South Fork of the American River and so my initial thoughts regarding dams are usually negative. however, I think this is a very positive project. I'm sure you know the arguments better than I regarding this project so I will not rehash what I know. I am a local Sacramento resident and spend much time around Folsom lake. Thank you for your consideration.</p>
214	Sonia Deauville	<p>Dear Mr. Oliver,</p> <p>[#214-1 Recreation lake access closure/alterantives] My e-mail message is in regard to the "proposed" SEVEN" year closure of Folsom Point State Park (AKA Dyke 8), with the purpose being, to use this beautiful state park as a staging area for different work projects on the dam and Mormon Island Spillway. I just cannot figure out why in the world, the Bureau of Reclamation and the U.S. Army Corp of Engineers, would ever make this decision, when there are other properties available, nearby, in which to use as a staging area? Closing a California State Park to thousands and thousands of families, for SEVEN years makes absolutely no sense to me, and I am outraged!!!! What are you thinking?</p> <p>[#214-2 Socioeconomics businesses] - I do not oppose positive improvements to the dam, of course, but there should be more consideration, and thought, given to these many, many families, businesses, and the environment, of which all, will be directly affected by this ridiculous proposal. Closing a very, very utilized state park for SEVEN years is just plain nuts!!!</p> <p>- Please explain to me why our government came up with this particular site, when there are other nearby areas that could be used, with far less impact on the community?</p> <p>Our two daughters, and their families, live in Folsom and are absolutely devastated with this "proposal". Please, Mr. Oliver, look into your heart, and choose an alternate site for this project.</p>
215	Darrell Fullerton Robert Hicks Diane Star Anderson-Hicks	<p>To Bureau of reclamation.</p> <p>[#215-1 Recreation lake access closure] We are very concerned about the potential closure of various recreations area at Folsom Lake. Our family utilizes the Lake at least 2 times a week. [#215-2 Public Involvement] How can we obtain more information about this issue?</p>

216	P McM	[#216-1 Recreation lake access closure] At this idea to close Folsom Pt for 7 years. Why? I find this unacceptable as well. You people are terrible. This is a drought year coming up, we take all our kids there to beat the heat.] This is the LAST open area of Folsom left. F**k off with this!!!! I'm going to the meetings to protest and I live in Carmichael and vote.
217	Susan Patchett	[#217-1 PD alternate staging location] Why not use the Folsom Dam Road recreational area for a staging area? There is a large parking lot that could be used and also there would access to the lake.
218	Mr. Kelley V. Thorn	Dear Mr. Oliver, [#218-1 Recreation lake access closure/alternatives] Today I read in the Folsom Telegraph newspaper of intentions to close Folsom Point at Folsom Lake. I am shocked and dismayed that it is the intent of the government to close a recreation area that is so important to so many. Just as the Bureau looked for ways to close the most beautiful scenery (Folsom Dam road) in the area, now you look to take away even more from area residents. I go on record as opposing the closure. Surely there must be a compromise.
219	Barbara	[#219-1 Recreation lake access closure/alternatives] I am writing to ask you PLEASE do not close Folsom Point (Dyke 8) while you retrofit the Folsom Dam. We suffered the loss of our travel trailer spot on Lake Berryessa where we used to launch our boat because of Federal Bureau of Reclamation issues and purposely moved to Folsom to be able to continue our pleasurable boating, fishing, and waterskiing. [#219-2 Recreation remaining lake access] If you close Folsom Point, we will never be able to use Brown's Ravine without the risk of overcrowding because of the closure of Folsom Point. We have our son and his family (an 8 yr. old and 4 yr. old) who love to water-ski and go out on the lake in our boat. Please consider other options for your retrofit project and do not close any of the launching facilities on Folsom Lake. I look forward to your reply.
220	Fernando Gaudy	City Council Members, [#220-1 Recreation lake access closure] I would like to express my disapproval for any plans to close Folsom Point as was suggested by the Fed Govt. The city has already been affected greatly by the quick closure of the Dam Road, and this move would severely impact all of the residents of Folsom and the surrounding areas that use Folsom Lake for recreation.
221	anonymous	Comment: We won't stop fighting this just because the comment period ends....look for our full page add too. Story: Folsom Point closure protested Hundreds attend Saturday's rally in effort to save lake access [# 221-1 Recreation lake access closure] Protesters angry over the Bureau of Reclamation's proposed closure of Folsom Point showed up at the recreation area on Saturday. By 12:15 p.m., approximately 150 people filled the parking lot at the corner of East Natoma Street and Folsom Point and more continued to stream in throughout the afternoon. Many took to the sidewalks to wave signs and encourage drivers to honk in protest. For more of this story, click on or type the URL below: http://folsomtelegraph.com/articles/2007/01/24/news/top_stories/01protest.txt
222	Robert Jeffrey	Shawn and Rebecca, I am writing to voice my displeasure with the proposed closure of Folsom Point. As a husband and father of two, the recreational access afforded by Folsom Point is an integral part of my family's outdoor life. We launch our boat to fish, ski and picnic from Folsom Point year round. [#222-1 Recreation lake access closure/alternatives] It is unacceptable to fully close a major part of our life for convenience and cost savings by construction crews. [#222-2 Recreation remaining lake access] The remaining launch points for Folsom Lake will be shut down with regularity during peak season due to severe overcrowding. As it is, Folsom Point gets overcrowded occasionally. Please re-consider closing Folsom Point and create a floating barge and/or temporary platform system for staging equipment. It is important to all of us, in Folsom, and beyond, that a part of our livelihood remains accessible. Our children's' formative years are the most critical, do not deny their opportunities for the sake of convenience. There are more reasons that Folsom Point

		should remain open, but I feel I have stated the most important one. Thank you for reading this letter and please feel free to respond at any time.
223	Charlie Parrish	To Bureau of Reclamation & Army Corp of Engineers, [#223-1 Recreation lake access closure/alternatives] I was shocked this morning to open up the Folsom Telegraph and read about the proposed closure of Folsom Point. Along with many of the protestors at Folsom Point last week, I too live in the area and my family spends many summer days at Folsom Point picnicking and boating. The entire Folsom Dam issue including the road closure has been a real sore spot for me and many Folsom residents and my family and adding to that for another seven years is ridiculous. According to the newspaper article, the city has already proposed alternatives which appear to have gone unrecognized by your two organizations. As you continue to restrict access to the lake more and more, we, the residents of Folsom, become more and more angered by your actions. Look for an alternative and keep access to our lake OPEN!!
224	Anonymous	[#224-1 In Support of Project!] I've lived in Folsom for 13 years. I have no problem with the closure of the point so that you can do the work you need to do. People in this town are greedy, and selfish. They only care about themselves. Since the closure of the Dam road traffic has increased on Green valley. I say close Dyke 8 and get rid of the drugs, drinking and traffic for the next 7 years. If you go somewhere else in Folsom they will only complain over that spot too.
225	Vicky Walasek	[#225-1 General.] Please keep this place open to boaters!!!
226	Andy Benson	As a long standing member of the community of Folsom, I have seen many changes to our community throughout the years. [#226-1 Socioeconomics businesses.] I know that the City Leaders could care less if Folsom Point is closed for seven years, but the economy is going to be greatly altered for surrounding businesses, not only in Folsom , but also El Dorado Hills . Many locals rely on the Spring, Summer and Fall recreational use of the lake to greatly supplement their income. Closure of Folsom Point could be disastrous for many local businesses. [#226-2 Recreation lake access closure] Folsom Point is not just a boat launch, but also an area for locals to run, walk and bike throughout the year. Seven years (if not longer), is a long time to not be able to enjoy what little of nature we have left. As a concerned, uninformed community, we encourage you to find an alternative area to store your equipment for upcoming projects. Please , help us to save what little open space we have left to enjoy. [#226-3 Recreation remaining lake access.] Think about what affect the closure of Folsom Point will have on other communities, such as El Dorado Hills and Granite Bay. The closure could prove to be an overwhelming blow to an already busy, overcrowded recreational season.
227	Teresa Black	[#227-1 Recreation lake access closure.] To whom it may concern; I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well. Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.
228	Roy Moore	[#228-1 Socioeconomics.] I take exception to closing the Folsom Point ramp for seven years. You undoubtedly heard much about economic impacts already. I hope someone already mentioned that these impacts constitute quality-of-life issues that would likely be reflected in real estate values, etc. [#228-2 PD alternative staging area.] Please consider another staging site, or if it is the ramp that you need, please build a new ramp at Browns Ravine or nearby then close Folsom Point. I'd even be happy with a good ramp system at Beal's Point. I worked in state government long enough to understand the trouble not-in-my-backyard attitudes can cause. I hope we can avoid such

		attitudes with the Folsom Lake upgrade.
229	Jim Kinnicutt	<p>I am writing to both of you on this topic, as I was unable to attend a meeting a 6 pm on the 10th at the Folsom Community Center, 52 Natomas Street. I received an email from one of my neighbors that morning. Unfortunately I was on the east coast for meetings, otherwise I would have been able to attend. I was a little taken aback however on the extremely short notice for this meeting.</p> <p>[#229-1 Socioeconomics businesses.] Folsom Lake is an important asset for outdoor recreation enthusiasts and as such has a very big impact on home values and our economy. Closing access to its shorelines and boat ramps will be very detrimental to the people who use those amenities and extremely harmful to the local home values in the region. Some of the local businesses, which depend on their proximity to Folsom Lake for their success, could very likely be forced out of business as well.</p> <p>I myself just purchased a home in Briggs Ranch. It closed in May and I just moved in last July. I paid a premium, even though we were in a “down” market, for the specific purpose of having access to Folsom Point. There were several families at that point competing for homes in this area and it was at a time where there were surplus homes that were, and still are, available in other areas for VERY attractive comparative prices. Now to think of losing this access for up to seven years is, to say it politely, very disappointing. Not only from an access to the lake point of view, but from the perspective of the impact it will have on my investment. All of the sudden, Folsom becomes a bad investment. Is this truly the impact you wish to have on our community?</p> <p>The impact will be enormous, not only to me but our community. [#229-2 PD alternative staging areas.] In the light that there are other alternatives to consider, I hope you will give this further thought. I would suggest considering the sides of the new closed Dam Road as well as the large parking area to the closed vista/picnic area, also closed to the public.</p> <p>[#229-3 Public Involvement meeting announcement.] I find it interesting that the announced time of the meeting came out on the same day of its occurrence.] I would obviously not be alone in being extremely disappointed to lose continued access to the lake and its shoreline before, during, and after any construction takes place.</p>
230	Neva J Cimaroni	<p>[#230-1 Recreation parking.] You are undoubtedly familiar with the location of Pinebrook Plaza and Pinebrook Village because of the proximity to your office. We have two major concerns with the proposed closing of Folsom Point and the raising of the Dam. It is a natural presumption that closing Folsom Point would not impact this side of the river. This is not true. Because Folsom Lake is one of the most popular recreational areas in the State, we often feel the impact from Beal’s Point. There is an inclination to stash one or more cars in our parking lot at the Plaza so that a third car is the only one charged a Park entry fee.</p> <p>Beal’s Point is also closed a number of times throughout the summer because of overflow crowds. We again find the park users filling our parking lot. Any reduction in access to Folsom Lake, although it may be on the other side of the river, will bring more abuse of our available parking. Fourteen businesses will be adversely influenced. The Plaza is the closest point of entry to Beal’s Point where a car can be left when roadside parking is unavailable or the park is closed. Recreational users walk into the lake leaving their vehicles at Pinebrook Plaza. If Folsom Point is not available they will come to this side of the river further aggravating the current problem.</p> <p>[#230-2 Geology and soils.] We also have a continuing concern about the high water table in this area. Because manufactured homes are installed on piers, any loss of stability of the soil is a concern. We feel these items should be considered when authorized changes in the project are under consideration. [#230-3 Recreation lake access closure.] Folsom Point must remain open to meet recreational needs.</p>
231	Paul Moynier	<p>Thank you for discussing the Folsom Lake Flood Control Project with me at the Public Hearing last week. I’m writing you to voice concerns on behalf of the Sacramento Valley Marine Association. The organization I represent has 30 Members who have boat dealerships within the greater Sacramento Metropolitan area and generate in excess of \$100 million dollars in annual sales. I hope to provide information that will help the Bureau of Reclamation better understand the impacts this project will have on the Boat Dealers, Merchants, City of Folsom, Parks and Recreation and the local economy in the Sacramento region.</p> <p>As an organization representing the recreational industry we support properly managed valuable water resources, the flood control upgrade and the bridge crossing at Folsom Lake. It is not our desire to stop this project, but instead help minimize or eliminate the</p>

		<p>impacts to the business community. As stated in the EIR with interpretation, this project will cause hardship on the local economy. The City of Folsom, El Dorado Hills and the South Placer Communities use Folsom Lake as the barometer for success. The business community is directly tied to lake levels, public access, and water availability at this facility. After reviewing the EIR for this project, it suggests the closure and or partial closure of several major access points on Folsom Lake which include Folsom Point, Beal's Point and Granite Bay. [#231-1 Socioeconomics businesses]. Closure or restriction of any access points to the lake will have significant revenue impacts on the local Boat Dealers and Merchants, the City of Folsom and Parks and Recreation who solely depend on this facility for their revenue.</p> <p>[#231-2 Public Involvement]. We ask that you allow us to provide input and include us in any way possible to help mitigate the lost revenue exposure described in the current plan. [#231-3 PD alternative staging areas.] We submit to you there are alternate options and ways to complete this project that will minimize impacts to lake access and maintain a healthy business environment for the merchants.</p> <p>The following items should be considered as options:</p> <ul style="list-style-type: none"> • Identify alternate staging areas to eliminate park access point closure. • Minimize or restrict construction during peak summer season time. • [#231-4 Recreation mitigation.] Construct additional lake launching access points and possibly retain after construction is complete. <p>On behalf of the Sacramento Valley Marine Association, we look forward to providing input and working together to make this project business and community friendly. If you wish to contact me for further discussion, I can be reached at 916-988-1704.</p>
<p>232</p>	<p>James H Pope</p>	<p>This letter responds to your December 21, 2006 request for comments on the Folsom Dam Safety and Flood Damage Reduction (DS/FDR) Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). The Northern California Power Agency (NCPA) provided oral comments at the public hearing on January 9, 2007, and this letter supplements those statements. NCPA supports the flood damage reduction features proposed for this project. In our review of the document, however, we believe more thorough explanations of some of the features and relationships of the project are needed. The following comments address those concerns.</p> <p>[#232-1 Agency responsibility and cost allocation.] We recommend that the EIS/EIR more clearly state in the opening paragraphs the various components of the DS/FDR, which agency has the responsibility for completion of each component, and the proposed cost sharing responsibility. Table ES-1 could be expanded to include the above request, and should include ecosystem restoration and L.L. Anderson work. The opening paragraphs should clarify that the only joint federal project is the auxiliary spillway.</p> <p>The process to allocate the joint federal project auxiliary spillway costs between safety of dams and flood control should also be discussed, along with opportunity for public input on the proposed allocation. The 2002 Corps of Engineers Chief's Report indicated that approximately 48% of the proposed project cost would be allocated to safety of dams and 52% would be allocated to flood control. The basis for this determination was not disclosed. Later, a computation error was found in the report, and the proposed allocation was changed to 43% for safety of dams and 57% to flood control. Again, the basis of the allocation was not disclosed. We recommend the cost allocation process be made transparent for all of the project features and allow for public input.</p> <p>We believe the separable costs/remaining benefits allocation procedure should be used to allocate the joint federal project costs for the auxiliary spillway. The costs that are specific to the Corps of Engineers should be allocated to flood control, and Reclamation costs specific to safety of dams should be allocated in accordance with the existing safety of dams formula. [#232-2 Alternative costs.] We also believe that the estimated costs of the five alternatives, along with the benefits, should be included in the EIR/EIS. The estimated cost and benefits for the preferred alternative were shown on an informational display at the public hearing, but were not shown in the socioeconomic section of the EIS/IER.</p> <p>[#232-3 Flood control reservation.] We are concerned that a flood control reservation is being set between 400,000 acre-feet and 600-</p>

		<p>000 acre-feet for Folsom Dam, when a more flexible reservation system would greatly increase the value of the water resource. A flexible reservation should include factors such as the water year type, ability to make earlier releases to increase the flood control reservation as needed, and forecast based operations. Thus, for example, a drier water year would have a smaller reservation for flood control, allowing more water to be kept in Folsom Dam to meet recreation, water temperature, water quality, environmental, irrigation, municipal and industrial, and power needs. Pre-releases could be made if a large storm approaches the area in order to create a larger flood control reservation. A strict acre-foot flood control reservation system may create too large of a hole in a dry water year to allow the reservoir to fill and meet the Folsom Dam water requirements.</p> <p>[#232-4 Folsom reoperation.] We also support the continued utilization and improvement of forecast based operations to predict flood events. We believe it is important for the Corps to incorporate an advanced release methodology based on weather forecasts to reduce the flood exposure in California. A discussion of how the Folsom Reoperations Study ties into this EIS/EIR should be included in the document.</p> <p>[#232-5 Temperature control device.] There is little discussion on the temperature control shutters in the document. We believe this presents a great opportunity to design a more comprehensive temperature control device, similar to that being used for Shasta Dam, where water can be gathered from all levels of the reservoir and put through the generation penstocks. This would greatly enhance the ability to control American River temperatures, and would also eliminate the need to bypass the generators in dry water years, which deprives California of greenhouse gas emissions free power generation.</p> <p>[#232-6 Security.] My last comment relates to the security features, which are only obliquely discussed under the alternatives listed in this EIS/EIR. The document did not provide any details regarding the anticipated cost or how those costs would be allocated to the various project purposes. We believe these issues should also be vetted in a public forum.</p> <p>We appreciate your consideration of these comments. Please contact Jerry Toenyas at 916-781-4297 or Alan Zepp at 916-781-4238 of NCPA staff if you have any questions regarding these comments.</p>
<p>233</p>	<p>Kristi Cooper</p>	<p>S Oliver,</p> <p>[#233-1 Property value.] I am writing in protest to the proposed closure of Folsom Point. Many people in this area have purchased homes here because of the easy access to the lake. Businesses and residents alike have suffered because of the closure of the dam road. Now we are having to take another blow with the possible closure of our access to the lake. There has got to be another way to accomplish what needs to be done without closing this park.</p> <p>[#233-2 PD alternative staging areas.] The lookout point by the Dam itself sits empty and is already set in an area with easy access to the Dam. The road there is already closed and would put no one out.</p> <p>Please find another way to accomplish your task.</p>
<p>234</p>	<p>Marilyn Daily Alan Daily</p>	<p>[#234-1 Property values.] We live a few blocks from Folsom Point and would be very disappointed to have it closed for any length of time. Closure and storage of construction equipment would have a serious negative impact on this residential area. Please utilize other non-residential and less used areas. Closure would negatively impact locals as well as thousands of others who come to the lake for year round enjoyment.</p> <p>Please remember that the Folsom Dam road has already been closed with a significant negative impact. No more, please.</p>
<p>235</p>	<p>Matt & Emily Brayton</p>	<p>Ladies and Gentlemen,</p> <p>[#235-1 Property values.] We appreciate the hard work you are doing for retrofit the Folsom dam; however another alternative needs to be found that would allow Folsom Point to remain open to the public.</p> <p>The economic impact of closing Folsom Point would hurt businesses and home values in the area. [#235-2 Recreation remaining access points.] The availability of Folsom Lake for people to enjoy would be greatly diminished. Already the lake fills quickly on summer days. With Folsom Point being closed many recreational enthusiasts would not be able to enjoy the lake.</p> <p>Please do not close Folsom Point.</p>

236	Michael G Butler, Jr	Dear Shawn, As a long time River Park resident in Sacramento, I have lived one block from the American River for 45 years. Folsom Dam has provided adequate protection during these years. [#236-1 Auburn Dam.] If funds are available now, why not complete the unfinished Auburn Dam that would give us added flood protection, ample water storage, clean hydroelectric power and recreation. Wouldn't this be a better safety valve than one added spillway?
237	Sherri McNear	To whom it may concern; [#237-1 Recreation lake access closure.] I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well. Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.
238	Sandy Econome	Mr. Oliver, [#238-1 Recreation lake access closure.] I am writing to express my disappointment regarding the potential closure of Folsom Point. This is the ONLY boat ramp my family used in 2006 because of its proximity to our home, ease of use and overall courtesy of fellow boaters. I have seen the crowds and heard horror stories regarding lengthy wait times and lack of parking at other boat ramp facilities, and do not desire to experience it first-hand. Boating traffic is increasing, not decreasing, thus it seems foolish to consider closing one of the needed facilities. There must be other alternative sites that will not interfere with the recreational aspects of Folsom Lake. Please find a better solution!
239	Gail and Dennis Wierzba	Dear Shawn Oliver, Bureau of Reclamation, we are property owners who live not 6mins. from Lake Folsom launching area. We object severely the proposal to close down Folsom Point recreation area for storing equipment while building a new spillway etc. [#239-1 Dam Road closure.] First off we believe as many others that upping security of the original dam road was a better option than closing it in the first place. Most of which I do believe was politically motivated. [#239-2 PD alternative staging areas.] If dam worked is done there are many other options for storage along the lake edge that would not infringe on the recreation of all Folsom residents and others in the surrounding areas. For starters there is the Folsom Prison on prime real estate that has access to being right on the lake. Lot's of property that could possibly be loaned out to the citizens of this area for your purposes of storing equipment. If not that idea, there are plenty of spaces along the lake edge to be created that will accomplish the same thing without disturbing a beautiful recreation and park area we presently enjoy very much. [#239-3 Recreation lake access closure.] Six to seven years of closing this facility is outrageous and insensitive to the rights of many good families in the area. We bought our home knowing the asset of living near the lake and having direct access to it was a big plus. Our homes in our neighborhood have many boats that use this facility with their family and friends. I'm sure that this can be worked out to where another location can be made workable. It may take a little more effort to be creative but I do believe it is highly possible to do so.
240	Linton A. Brown	Mr. Oliver: [#240-1 Public Involvement information availability.] I am staring at this web page: http://www.usbr.gov/mp/nepa/nepa_projdetails.cfm?Project_ID=1808 . which shows a dozen or so reports, all with the same name (or close to it). How utterly unhelpful! Can you point out a place where an interested party can discover (in two pages or less) the answer to this obvious question? What is it that you propose to build (or modify), and when?

		The environmental analysis process has reached, indeed gone far beyond, information saturation. It has certainly lost track of the need for clarity and conciseness in governmental reports.
241	Sharlene & Calvin Kasadate	To whom it may concern. [#241-1 Recreation lake access closure.] I have heard about the recent proposal to close Folsom Point State Recreation Area for up to 7 years, and I am strongly opposed to this closure. We live in Briggs Ranch, and often enjoy having convenient access to Folsom Lake. With the proposed closure, we would no longer have this access. Many people who live in Folsom and the surrounding communities use Folsom Point for all sorts of recreational activities (ie-walking, biking, running, boating, etc.). I hope you will consider other alternative solutions, rather than the closure of Folsom Point. Thank you for your consideration in this matter.
242	Deb and Tony Baratta	To Whom it may concern, [#242-1 Recreation lake access closure/alternatives.] I object to the closure of Folsom Point. Folsom Point is one of the only access points here in my vicinity to the Lake.] We are new business owners to this town and have lived here for almost 8 years. I like living here and what this town has to offer. With the closure of the Dam road it not only was an inconvenience but had a negative effect on traffic....I could go on and on.] I'm sure you have heard this many times. I'm sure this is an important phase in revamping the Dam road, I only hope that there are other options to consider.
243	Raymond D. Hart, P.E. G.E	Shawn and Rebecca, this e-mail is to submit comments on the EIS for the Folsom Dam Safety improvements. [#243-1 Socioeconomics businesses.] Specifically, my comments pertain to the multi year closure of Folsom Point recreation area to create a construction staging area. As you know closure of this highly used recreational area will cause millions of dollars in economic impacts to the Folsom community. [#243-2 PD alternative staging areas.] Have you evaluated another and potentially much less costly alternative to closing Folsom Point; which is to lease land from the State of California that is currently used for cattle grazing adjacent to Folsom Prison along Natomas road? With the construction of the new bridge just downstream of the Dam on recently acquired prison property, it would seem that additional land could be leased that would allow for construction operations for both projects. Once the new bridge is ready to open, construction traffic for the dam improvements could be handled via a temporary traffic light on the new road servicing the bridge.] Thank you for the opportunity to comment. I look forward to your response.
244	Jason Fanselau	[#244-1 In Support of Project.] Please consider this e-mail my formal comment in support of the project evaluated in the Folsom Dam Safety and Flood Damage Reduction EIS/EIR. I am in favor of the project and believe that all of the environmental impacts have been sufficiently minimized and mitigated for in your plan. The project is important for the greater metro area of Sacramento and will greatly reduce flood risk to the families and businesses that make this area their home. Thanks to the staff at the US Bureau of Reclamation and the US Army Corps of Engineers for their hard work.
245	Bruce R. Thomas	Shawn Oliver, Bureau of Reclamation, 7794 Folsom Dam Road, Folsom, CA 93630. Dear Mr. Oliver, [#245-1 In Support of Project.] Folsom Dam upgrades are needed to increase protection against flooding in Sacramento. Sacramento currently has the least protection against flooding of any major city in the US. Upgrading of Folsom Dam is cost-effective for taxpayers. It also protects the environment by reducing the need for new water development projects elsewhere.
246	Jim Carlsen	To Whom in May Concern: [#246-1 Recreation lake access closure.] I am writing this note to express my displeasure with the suggestion that you may close Folsom Point to use it as a staging area for Folsom Dam repairs. I have lived in Folsom for over 15 years and I use the park EVERY DAY. I was there yesterday and saw at least 20 groups of people out enjoying nature and enjoying the resource. Folsom Point is sacred to our community. I am deeply disturbed that our government would even consider closing a well used, existing park. Are you

		<p>kidding me? For SEVEN YEARS. Are you nuts? There is a lot of land around and certainly you can find a better alternative.] For the record, you already took away the gateway to our community by closing the Dam Road. Please be assured that most people in Folsom don't believe that the Dam represented a "terrorist threat" and that was just a smoke screen that the Bureau decided to hide behind. I'm sorry that this sounds like an impolite note, but when you come up with something as absurd as closing a jewel park for 7 years, it is hard to be subtle when expressing an opinion. Quite frankly, the Bureau's back to back ideas of closing the Dam Rd and now Folsom Point has caused me to lose all confidence in your organization.</p>
247	Jeff Angeja	<p>[#247-1 Recreation remaining access points.] Please, please, please come up with any alternative that does not close Folsom Point (Dyke 8) while you retrofit the Folsom Dam. I live less than 10 minutes from Folsom Point and use those facilities all year long. I am sure you are aware over 820,000 people use that site. If you close it, all of those people will have to use Brown's Ravine, Beal's Point, or Granite Bay. Those places are already overcrowded, and what will happen is they will fill up and people will be turned away (as it happens to people at all of the locations on holiday weekends even now). In short, if you close this site (one of the largest) it will result in a DENIAL of access to all but the lucky few who get to the remaining sites first. This is a tragedy, and there MUST be another option.</p> <p>On a personal note, closing that site will damage my family life on multiple levels. I have 2 children (8 and 4 years old) who love waterskiing and riding the jet ski with me, and my parents are heavily into fishing. My children have been enjoying quality, wholesome family togetherness while learning these sports, and if you close Folsom Point for 8 years, THEY WILL NOT HAVE ACCESS TO FOLSOM LAKE DURING THEIR CHILDHOOD. They will be well into their teenage years before you reopen it under your current proposal. This is a travesty.</p> <p>There must be other options. You have already closed the Dam road, which includes that moderately-sized vista point parking lot just before the dam and it has easy access to the water's edge. It seems to me that it would not take much to modify that area to use for a staging area for equipment and materials, with the added safety and security of the now-closed Folsom Dam Road being the ONLY access road to this alternative site. It may not be as readily available as Folsom Point, but the cost to fix the vista point area is a VERY REASONABLE option in light of the loss of wholesome family recreational opportunities, not to mention the devastating fiscal impact on local businesses.]</p> <p>I look forward to your response, please.</p>
248	Amber Kennedy	<p>To whom it may concern;</p> <p>[#248-1 Recreation lake access closure.] I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the local economy and quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well.</p> <p>Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.</p>
249	Margaret Wong	<p>To Whom it May Concern:</p> <p>[#249-1 Public Involvement.] It has recently come to my attention that there is a possibility that Folsom Point will be closed for the next 7 years. This is the first that I have heard of this and I am wondering why the public was not notified of this earlier.] I am a resident of Folsom and I live very close to the Folsom Point entrance. [#249-2 Noise.] I'm concerned about possible noise of the construction equipment being in such close vicinity to my house, disrupting my quiet neighborhood. [#249-3 Socioeconomics property values.] I'm also concerned about property values going down due to this and also due to the fact that we no longer will live in walking distance to the Folsom Lake entrance, which is a great selling point. [#249-4 Recreation remaining access points]. Also, we will not be able to enjoy boating at Folsom Point. True, Brown's Ravine is only 1 mile away, but is much more crowded and will be even more crowded</p>

		once Folsom Point is closed. [#249-5 PD alternative staging areas]. Are there any other alternatives for places that can be used as a staging area? What about the big open grassy area off Natoma St. and Folsom Dam Rd? I believe that is part of the prison property. Couldn't that be used instead? Or what about the parking lot of the overlook on Folsom Dam Road, just before crossing over the dam? Please consider other options before using Folsom Point. The Folsom Point entrance is very close to residential neighborhoods and would be a great inconvenience and affect our quality of life, as well as our property values.
250	Ron Wisdom	[#250-1 Recreation lake access closure.] I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the local economy and quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well.
251	Mark Younger	<p>have been unable to complete my reading of the EIR due to the time allotted and the volume of the document.</p> <p>My initial comments are:</p> <ol style="list-style-type: none"> 1. [#251-1 Noise.] The road noise currently exceeds noise standards. The City of Folsom has been promising a "rubberized road surface" for the past decade. How is the increase in noise of construction traffic going to be mitigated? (Tire and exhaust) 2. [#251-2 Air quality.] There is an Elementary School within 400 yards of the site. How will you mitigate harmful particulate matter? 3. [#251-3 Transportation.] How and when will the damage to the surrounding roadway be repaired? 4. [#251-4 New Bridge Noise.] The original dam road had a traffic burden of less than 10,000. How is the noise impact from the increase to 40,000 with the new bridge going to be mitigated? 5. [#251-5 Recreation mitigation.] I personally built my home in it's present location for me and my family to utilize the Dyke 8, now Folsom Point, facilities. My understanding is the closure will be so long that my elementary school children will be out high school when and if the facility is reopened. What additional facilities are going to be added to on the south side of the lake to supplement the removal of Folsom Point? 6. [#251-6 Recreation.] Will foot traffic to the lake be allowed or will the area from Brown's Ravine to Beal's Point be inaccessible? (approximately 6 miles) 7. [#251-7 Transportation.] My primary access is thru Briggs Ranch Drive at either light. How many and how long are road closures expected to be? 8. [#251-8 Transportation.] What alternate access to Briggs Ranch will be provided during the closures? 9. [#251-9 Noise.] For how long, where and how many noise sampling stations are going to be utilized to provide quantitative noise impact data? 10. [#251-10 Air quality.] For how long, where and how many particulate pollution sampling stations are going to be utilized to provide quantitative pollution control? 11. [#251-11 General construction.] How is the additional road debris from construction going to be cleaned up?
252	C. Fred Wilcox	<p>I am writing to you as the voice of a concerned citizen and local business man. I have spoken with several business owners and Folsom Lake enthusiasts who are virtually up in arms over the possible closure of Folsom's only lake access point. While it is obvious that there may be sacrifices needed to finally get the new bridge built and the Folsom Dam reinforcement work, it seems like we in Folsom keep getting hammered while Placer and El Dorado counties are business as usual.</p> <p>[#252-1 Socioeconomics businesses.] There are several businesses that have been living on a shoestring since the Dam closed and now you are taking away their last minute shoppers who are planning for a day at the lake. This will likely be a last straw for many of these small businesses. [#252-2 PD alternative staging areas.] It seems to me that there are plenty of access points that may be able to share in this endeavor and thus allow Folsom's citizens their access during these next few years. Let some others share the pain. It</p>

<p>253</p>	<p>Scott and Teri Becker</p>	<p>is the right thing to do after five years of suffering.</p> <p>This letter is in regard to the closing of Folsom Point Recreation Area.</p> <p>[#253-1 Socioeconomics businesses.] I'd like to ask you and the powers that be not to close Folsom Point because since the terrorist attacks, Folsom has been messed up as I'm sure you know. Business has suffered greatly and some have gone out of business.</p> <p>[#253-2 Transportation.] The traffic situation is not good due to the closing of the Dam Road. [#253-3 Recreation lake access closure/alternatives.] My wife and I as well as many others really enjoyed going up to the parking area on the Dam Road for the views and others went for the great fishing and scuba diving.</p> <p>I really don't want to sound like a whiner and do understand why the Dam Road was closed. However, we and many others love Folsom Point for picnics, fishing, launching boats and the scenery. My wife and I use Folsom Point almost every single weekend during the summer and as long as possible until the water level gets too low. I don't know anything about your business, but I realize that flood control is necessary and that what you are doing is good. However, if there are any other arrangements that could be made that would work just as well without greatly disrupting life in Folsom any further, I hope that you would please consider it. I don't know, but maybe you could still keep Folsom Point open for us and still run your operation from there. The whole idea of closing Folsom Point down for 7 years is a total bummer to us and many others. It always seems like one thing after another is taken from us.</p> <p>That's my selfish point of view but more importantly Folsom businesses don't need another hit like this. They've already been hit hard by the closing of the Dam Road. Please consider all alternatives and don't close Folsom Point because thousands of people depend on it for many different reasons.</p>
<p>254</p>	<p>Stephen Templeton</p>	<p>Have lived in Folsom for 17 years and have experienced many changes, for which the most part have been good.</p> <p>However, am quite concerned about the 7 year project proposed for the new bridge. [#254-1 Transportation.] With the closing of the dam road for 911, and the blocking off of certain streets in Folsom, it has presented a driving nightmare as it relates to the traffic congestion and the flow of traffic trying to get over both bridges. There has to be a well-thought-out plan prior to the beginning of the work, to insure that the flow of traffic in and out of Folsom will not be more adversely affected than it is now. With the increase of the population and added traffic on a daily basis, your plan must be appropriate so that the traffic flows better than it does now.</p>
<p>255</p>	<p>Dave Cox California Senator</p>	<p>This is to request that you reconsider using the parking lot and boat launching facilities at Folsom Point State Recreation Area for construction activities associated with the Folsom Dam Safety and Flood Damage Reduction project currently under the environmental review process.</p> <p>[#255-1 Socioeconomics businesses.] We have heard from many constituents in Folsom and the surrounding areas attesting to the devastating economic impact that closing the Folsom Point facility for the duration of the construction period would have on the local community. After the economic consequences of the closure of Folsom Dam Road nearly three years ago we do not feel that an additional economic impact should be imposed on the City of Folsom and the State of California at this state-owned facility, especially since there are nearby alternatives available. [#255-2 PD alternative staging areas.] We urge the Bureau to meet with the City of Folsom and stakeholders concerned about the impact of this proposed action to seek resolution prior to the publication of the final environmental impact document.</p> <p>More than 100,000 visitors per year use the Folsom Point recreation facility. And surrounding boat ramps cannot handle this level of use. If Folsom Point is closed for seven years or longer due to the actions of the Bureau of Reclamation, the economic damages could be severe and even more permanent than the action taken to close the Folsom Dam Road. This in our minds is not acceptable.</p> <p>Please take our comments, which we make on behalf of our constituents, into consideration as you take comments on the overall Folsom Dam Safety and Flood Damage Reduction project. We look forward to your timely response.</p>
<p>256</p>	<p>Rana and Bryan Church</p>	<p>[#256-1 Recreation lake access closure.] We are opposed to closing Folsom Point. Don't you think Folsom residents have been inconvenienced enough. You close the Folsom Dam Road, not Folsom Point. That is the only place we take our boat to launch. We paid for a season pass, we should have that opened to us. Had I known, I would not have bought a pass.</p>

257	Jeanne and Albert Pfaff	<p>To whom it may concern;</p> <p>[#257-1 Recreation lake access closure.] I am concerned to hear of the proposed closure of Folsom Point State Recreation Area. This proposition isn't an equitable and sound solution to the problem. We have been residents of Folsom for 7 years. We moved to Folsom to be near Folsom Lake and all the beautiful amenities the city of Folsom had to offer. Folsom Point is the only boat launch we have ever used and it is used by thousands of community members throughout the year for outdoor recreation such as walking, biking, running, boating and picnicking. Since the Folsom Dam Road closed, Folsom Point has been the only access to Folsom Lake within the city of Folsom and has been a serious draw for visitors as well. [#257-2 Socioeconomics businesses.] The closure of Folsom Dam Road was extremely inconvenient for Folsom residents and devastating to many Folsom businesses. Closing Folsom Point would be an outrage and will detrimentally impact the quality of life for Folsom residents as well as cripple many businesses. This would severely affect the economy in Folsom and adversely change the entire dynamics of the city. If there is work to be done or repairs needed, there are other alternatives to closing Folsom Point. There would be less of an impact to businesses and residents if the work was done during evening hours in the summer and full days in the winter when the weather is cold and there is less desire to use Folsom Point.</p> <p>Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable and not the right thing to do to residents of Folsom.</p>
258	Jeff Hopkins	<p>[#258-1 PD alternative staging areas]. There are other alternatives to Folsom Point for a staging area. Please take the time to do some sort of cost/benefit analysis. Upon hearing of the potential closure, I minimized the impact. After some thought, I realize the negative impact will be greater than most think. Please look at the alternatives.</p>
259	Robert dulinski	<p>Mr. Finnegan</p> <p>[#259-1 Socioeconomics] The idea to close Folsom point would be a disaster for the Folsom residence and business owners. I am a long term Folsom resident and would like to be noted as opposing this action at Folsom point.</p>
260	Arthur D. Shmarak	<p>Mr. Oliver,</p> <p>[#260-1 Recreation lake access closure.] As a resident of Folsom who is not a boater, but who enjoys taking visitors to Folsom Point to view the lake and dam, I urge the Bureau <u>not</u> to close this delightful spot to the public! . As I recall, there was a large public parking lot along the old Folsom Dam Road (Folsom side) which is much closer to the dam, and, surely, is not getting <u>any</u> use from the public. Why not use that space as a construction staging area since it has already been taken away?</p>
261	Lori Neal	<p>[#261-1 Recreation lake access closure.] I have been informed that there is a possibility that Folsom Point might be closed. I am AGAINST such a closure. There is little outdoor recreation for the citizens of our community in El Dorado Hills. We go to Folsom Point a lot and appreciate the hikes and nature. This is a wonderland in a town of concrete. Please do not let Folsom Point close.</p>
262	Troy and Shari War	<p>[#262-1 Recreation lake access closure.] We are Folsom residence and feel this is a mistake to suggest closing this area.</p>
263	John Dillon	<p>Attached please find my comments on the Draft Environmental Impact Statement/Environmental Impact Report for the Folsom Dam Safety and Flood Damage Control Project. Thank you for this opportunity to provide comments on this document, and please send me a copy of the Final EIS/EIR when responses to comments are completed.</p> <p>Thank you for this opportunity to provide comments on the Draft Environmental Impact Statement/Environmental Impact Report for the Folsom Dam Safety and Flood Damage Reduction Project (FDSP). I would appreciate their inclusion in the official record for this document, and I look forward to responses to my comments in the Final Environment Impact Statement/Report.</p> <p>I acknowledge the level of effort and professional preparation of the DEIS/EIR, but I do not believe that it is an adequate assessment of the potential environmental impacts of the proposed FDSP which is the topic of the DEIS. In short, I do not believe that the DEIS/EIR is an adequate basis for the adoption of a positive Notice of Determination and environmental approval by the standards of the federal</p>

	<p>NEPA regulations, nor with the requirements of California's CEQA regulations. My comments are directed at the areas of Project Definition, Scoping of the DEIS/EIR, and the Assessment of Impacts in several categories.</p> <p>The Project Definition and subsequent assessment of Project impacts are deficient. Analyses of the long-term consequences of the Project are not discussed in the DEIS/EIR, and these impacts are deferred to a future Facility Management Plan. This is a segmenting of the Project Description and environmental assessment process which is not consistent with NEPA and CEQA requirements regarding the complete disclosure of foreseeable consequences of a Project which will receive federal funds.</p> <p>The Facility Management Plan is critical to the assessment of potential environmental impacts resulting from the higher Folsom Lake surface elevation which is the objective of the FDSP. The DEIS/EIR cannot accurately assess the impacts of the FDSP without consideration of the Facility Management Plan as an integral component of the Project Description. Following are comments on specific topics which illustrate the inadequacy of the DEIS/EIR as a basis for a positive Notice of Determination for the proposed FDSP. Please provide responses to the general comment regarding the segmenting of the Project Description, as well as to the following specific comments:</p> <ol style="list-style-type: none"> 1. [#263-1 PD Facility Management Plan.] The DEIS/EIR is not an adequate assessment of potential Project impacts due to a segmented Project Description which does not consider the operations of the expanded Folsom Dam facilities. In the absence of the information which is to be provided in a future Facility Management Plan, it is not possible to accurately assess the impacts of the FDSP in several important issue areas. This segmenting of the Project description, and treatment in separate environmental reviews does not allow sufficient information for the FDSP, and is not consistent with federal and state environmental impact assessment practice and requirements. 2. [#263-2 Vegetation and wildlife inundation.] The DEIS/EIR does not provide information regarding the extra days and extent of inundation for areas of the Folsom Lake federal property and surrounding private properties as a consequence of the elevated surface level. This deficiency prevents the accurate assessment of potential impacts to terrestrial plant and animal species which will be displaced for greater periods of time, and forced into smaller habitat areas. This deficiency is an example of the infeasibility of segmenting the Project Description into "construction" and "management". The environmental consequences of the FDSP are dependent upon the operation of the expanded facility, and cannot be separated in the DEIS/EIR for the proposed Project. Please respond by providing additional information about the impacts of additional days/weeks of inundation on terrestrial plant and animal species within the FLSRA and surrounding private properties. 3. [#263-3 Recreation facilities inundation.] The DEIS/EIR does not identify portions of the trail network or other public use areas within the Folsom Lake State Recreation Area which will be inundated for greater periods and to a greater extent than is currently the case. For example, in the Beeks Bight/Doton Point area of the FLSRA, the parking lot and many of the trails in the area are currently inundated after the spring snowmelt. With the greater storage capacity and higher surface elevation of Folsom Lake, what will be the impact of additional days and areas of inundation on specific trails and other public use facilities within the FLSRA? Please respond by providing a detailed map of the expanded inundation area of the raised Folsom Lake, showing which trails and other public facilities would be impacted. Also, please assess the issue of extra days of inundation of areas within and external to the FLSRA in terms of lost availability for public use. 4. [#263-4 Recreation impacts to users.] The DEIS/EIR does not adequately or accurately assess the construction and long-term impacts of the Project on all users of the FLSRA. The DEIS/EIR acknowledges that its estimates of FLSRA park usage do not include users who enter on foot, by bicycle or on horseback. Based on empiric observation, many park users access the FLSRA on foot, by bicycle and on horseback. Therefore, the DEIS/EIR significantly underestimates the total number of actual FLSRA park visitors, and specifically excludes any information about trail user groups. Please respond by providing additional information about the levels of FLSRA park usage including the substantial number of visitors who access Folsom Lake on foot, on bicycles and on horseback. Please provide additional information on the number of park users who currently use trails or other facilities
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		<p>which will be rendered unavailable by expanded inundation, and on the resultant impacts to those specific user groups. Please provide specific discussion of the impacts of expanded days/areas of inundation on the Beeks Bight/Doton Point Americans with Disabilities Act (ADA) trail on disabled park visitors. Please discuss impacts to the disabled users of the FLSRA in terms of consistency with the requirements of the Americans with Disabilities Act.</p> <p>5. [#263-5 PD alternatives to proposed project.] The DEIS/EIR does not adequately address Alternatives to the Project as proposed. The DEIS/EIR dismisses upstream management of the American River drainage area, as well as any consideration of possible downstream flood control constraints or strategies as beyond the scope of the Project description. This ignores several potential alternatives to the FDSP, for example construction of additional upstream storage capacity. As these are feasible alternative to the Project as proposed, they should be considered within the DEIS.</p> <p>Thank you very much for your consideration of my comments on the DEIS for the Folsom Dam Safety Project, and I look forward to responses to these comments in the Final Environmental Impact Statement for the Project.</p>
264	Mary Strauss	<p>[#264-1 Recreation lake access closure.] Please do not close Folsom Point. It is our main access to Folsom Lake. I am a Folsom resident and local business owner here for 17 years.</p>
265	Amy Cooke	<p>To whom it may concern: [#265-1 Recreation lake access closure.] In regards to the closure of Folsom Point State Recreation Area I must say I am greatly opposed to this idea. Folsom Point is a wonderful recreational area not only for the communities within Folsom but those surrounding it as well. Many people use this area year round for hiking, biking, running, boating, fishing, etc. and to take that away would have a devastating impact on Folsom. Please reconsider using Folsom Point as a storage area for your equipment while working on the levee's. Folsom is a wonderful city who boasts at being "family and community friendly". Don't take that away from us. Thank you.</p>
266	Connie Freese	<p>I am writing this email to go on your Official Record that our entire family of seven is completely opposed to the closing of Folsom Point for may reasons. We built our first custom house on 107 Jumper Ct in Briggs ranch 16 years ago. Our family grew to 4 children plus a grandparent and we needed to build a second custom house. This was based on the complete joy of living so close to the beautiful Folsom Pt rec. area and boat launch. This second house is at 106 McDerby Ct. which is very close to the Folsom pt entrance. We constructed a 6 bedroom 5 ½ bath custom home that literally was built by tremendous sweat equity and much financial burden but we considered it all worth while because it would be a future asset to us as our children grew, went to college , married ,and we retired. Our children's ages are 16,15,13,and 11. All girls. My husband and I are 53 and 51. As you can see our huge expenses are quickly coming upon us and our major asset is our beautiful custom house that was to be our safety net as means of paying for these financial burdens of the future.</p> <p>[#266-1 Recreation lake access closure.] We have actively used this facility for 16 years and the thought that we could not launch our boat or go for a walk there is unbelievable,. If this facility is closed and used for a staging area for construction, Our family will be directly impacted. [#266-2 Air quality.] My mother is 85, who lives with us and she suffers from weakened lung condition which causes he to cough quite a bit now. With the added air pollution to our location I am very concerned to what this will do to her breathing problems. I also have 2 daughters with asthma like conditions that will be inflamed with the dust and carbon emissions. [#266-3 Noise.] I am very concerned with the increased noise levels that will occur. We have a pool and I feel that will limit our use of it greatly. [#266-4 Socioeconomics property value]. My biggest complaint though is what this 6-7 year closure will do to my property value that we worked so hard on all these years. I have been told that there is something called eminent domain that could allow us to sue the gov. for restitution if in fact this project causes us to lose 100,000's of thousands of dollars on the future sale of this house. The dollars that would make all the difference to our future and that of our children. The quality of all our lives will be severely impacted if this closure project takes place so close to our residence. [#266-5 Public Involvement notification.] I felt that the people of Folsom have had no warning and little knowledge of what your agency's are about to do. I know the majority of the public would be outraged and against to Folsom Point closure. Please find a different plan and place for your construction staging area.</p>

267	Carmella Santos	[#267-1 General.] Opposed to the closing of Folsom Point. I wanted this on record, my opposition.
268	Carrie Cota	To whom it may concern; [#268-1 Recreation lake access closure.] I completely object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well. Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your considering another alternative solution.
269	Aimee Peterson	[#269-1 Recreation lake access closure.] I strongly object to the proposed closure of Folsom Point State Recreation Area! This proposition is unacceptable to the citizens of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for picnics, walking, biking, running and boating. Its closure would be an outrage. Folsom Point is the only access to Folsom Lake in the City of Folsom. Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.
270	Jody Biaggi	To whom it may concern; [#270-1 Recreation lake access closure/alternatives.] I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition seems unnecessary and unreasonable due to many other alternatives. My family and I have been residents of Folsom for 16 years. We moved to Folsom to be near Folsom Lake. Folsom Point is the only boat launch we have ever used and it is used by many thousands of community members throughout the year for outdoor recreation such as walking, biking, running, boating and picnicking. Since the Folsom Dam Road closed, Folsom Point has been the only access to Folsom Lake within the city of Folsom and has been a serious draw for visitors as well. [#270-2 Socioeconomic businesses.] The closure of Folsom Dam Road was extremely inconvenient for Folsom residents and devastating to many Folsom businesses. Closing Folsom Point would be an outrage and detrimentally impact the quality of life for Folsom residents as well as cripple many businesses. This would severely affect the economy in Folsom and adversely change the entire dynamics of the city. If there is work to be done or repairs needed, there are other alternatives to closing Folsom Point. There would be less of an impact to businesses and residents if the work was done during evening hours in the summer and full days in the winter when the weather is cold and there is less desire to use Folsom Point. Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable to all residents of Folsom.] Thank you for your consideration.
271	Bob Grunsky	[#271-1 Recreation lake access closure.] I have been a Folsom resident for nearly 17years. One of the primary reasons I moved here was because of the recreational activities provided by Folsom Lake. Access to the lake at Folsom Point was a huge factor in where I chose to purchase my home. I oppose the closing of this facility and would hope that you would hear the voice of the "recreation community" and if at all possible, select another location for your project.
272	Sandra J. Gallardo and Michele Flores	To whom it may concern: [#272-1 PD alternative staging area.] In regards to the proposed closing of Folsom Point, I want to express my strong opposition to the plan. Please consider an alternate site to be used for the staging area during the dam construction.
273	Christina Flores	[#273-1 PD alternative staging areas.] In regard to the proposed closing of Folsom Point, I want to express my opposition to the plan. Please consider an alternate site to be used for the staging area during the dam construction.
274	Franco Salluce	[#274-1 PD alternative staging areas.] I am writing to ask that alternatives to closing the Folsom Point State Recreation Area be considered during the upcoming construction project at the Folsom Dam. I am an Elk Grove, CA resident and drive nearly an hour several times a year to enjoy the closest recreational lake to me and my family.

		<p>[#274-2 Recreation mitigation.] If an outright alternative is not viable please consider all the users of this site and restrict access only as necessary. Perhaps a compromise would allow public use during lulls in the project and/or peaks of recreational use. Surely, the success of the Folsom Dam project lies not only in its completion, but also in the Bureau's consideration for the community.</p>
275	Kevin Long	<p>[#275-1 Public Involvement project notification.] The reason we selected the house we live in (Briggs Ranch development) was to be near the Lake and the entrance to the Lake. Currently we are in the process of moving across the street (Natomas) to a new development to be even closer (LA Collina Del Lago) and this was never even noted that they may be closing access to the Lake.</p> <p>[#275-2 Recreation lake access closure.] Folsom Point is the only access we have in the City of Folsom and during the summer on many weekends Folsom Point is filled to capacity. If something needs to be closed it should be an area that has multiple points of access.</p> <p>Please Do Not Close Folsom Point!</p>
276	Judy Henderson	<p>[#276-1 Recreation lake access closure/alternative staging areas.] There must be other places that can serve as a staging area for the repair work scheduled on the dam. I am a senior citizen and some of the entry points, to the lake, are gravel pathways which are slippery for me. This is a wonderful spot for me to walk, exercise my dogs and bring my family. Please don't destroy the quality of life this area brings to so many people by closing it off to the public.</p>
277	Sandra and Lanny Pixler	<p>Please be advised that we are concerned citizens of Folsom, CA. have been put on notice that a proposed closure of our park is scheduled for the fall of 2007. This proposal comes from the Bureau of Reclamation and the U.S. Army Corps of Engineers. It is our understanding that our beautiful park and recreation area will be used as a construction staging area for the different work projects on the Dam and Mormon Island Spillway by the Bureau and Army Corps of Engineers.</p> <p>[#277-1 Recreation lake access closure/alternatives.] What a shame this would be for our already suffering local businesses, families that enjoy the park, tourism (boaters and fishermen come from far to use our park), to say nothing of the environment. [#277-2 Vegetation and wildlife.] The wild life there would be disturbed and run out of the area. Also this would run rattlesnakes and rodents into our neighborhood. This is a concern for us as we live in Briggs Ranch (that is adjacent to Folsom Point). We realize that improvements need to be done and don't oppose to that. We request a staging area that won't hurt our families, businesses, wildlife and real estate values. [#277-3 Public Involvement project notification.] We have had short notice of this project and not had adequate time to address the issues.</p> <p>We ask that as our voice and representative to PLEASE aid us in this endeavor.</p>
278	Phil Lee	<p>Mr. Shawn Oliver, Thanks for responding and extending the public comment period. I would like to submit the following comments regarding the proposed raise of Folsom Lake Dam: I am in hearty agreement with the raise of the dam and dikes for flood control and seismic strengthening purposes. [#278-1 PD use of Folsom Point as staging.] I am opposed to the flippant decision made to use the Folsom Point State Park for construction access or staging purposes, especially if it closes access to the boat ramp and parking. I know the decision was based on economics and convenience. If this was an economic decision, it is difficult to justify the need to save a few hundred thousand dollars on building a separate access road and staging area when the Federal Govt is spending half a trillion dollars to destroy and rebuild a foreign country, for reasons that defy prudent use of tax dollars (and soldiers' lives). [#278-2 Recreation remaining access points.] I am slightly encouraged to hear from you that the closure is only considered for a few months during the off season, as in-season closure would wreak havoc on the already crowded adjacent ramps: Granite Bay and Brown's Ravine.] But I don't believe the USBR has the fortitude to enforce that "promise", assuming it is even put into the contract. My fear is that as soon as the Folsom Point access is closed for construction, the USBR will allow the contractor to take over and full closure will take effect until job completion. This has been my observations with USBR's construction management record. They tend</p>

		<p>to succumb to the contractor's whims, and often allow the contractor to run the show. The preferred alternative is to provide construction access and a staging area for Mormon Island from the east end of the dike, assuming that was the reason for this closure. I assume access for the main dam work is not an issue at this location? [#278-3 Recreation mitigation]. At the very least, please consider mitigation of the closure by constructing a separate construction access road, and locating the staging area such that the boat ramp and parking area can be still open and operational. As it is, Folsom Point needs MORE boat ramps and parking, with the exploding area population. Any type of closure or disruption to the facility would be disastrous.</p>
279	Tara Davis	<p>[#279-1 PD alternative staging areas]. With all the vacant land around the Folsom Prison area, why would a spot of recreation in a small town like Folsom be chosen for closure. It makes no sense to take a very popular, convenient spot in Folsom and close it for basically a construction storage area. People have moved to Folsom for the boating, business have moved in due to the high traffic and like I said prior, there is so much land along Natomas street that is unused and would make no impact if it was used. It seems like you could also use a portion of the land near Folsom Pointe and still keep this recreational area open. As a resident of Folsom and living very near to this site, I am very opposed to the closure of Folsom Point.</p>
280	Dan Normoyle	<p>To whom it may concern; [#280-1 Recreation lake access closure.] I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. [#280-2 Socioeconomics businesses.] The closure would be an outrage and detrimentally impact the local economy and quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well. Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.</p>
281	Rennie and Norma James	<p>I oppose the 100% full time closure of Folsom Point for seven years! I am writing in response to a report that all the alternatives to the construction of improvements at Folsom Dam and area dykes and dams will require the seven (7) year closure of Folsom Point Recreation area. My wife and I and Punkin visit the Point every day in the winter and twice a day in the summer if we are in town. This is our back yard and the reason for remaining at this residence. We have been at 125 Landrum Circle for 11 years and the best thing about is Location. [#281-1 PD alternative staging areas.] If the Folsom Dam and dykes improvements depend on and the only alternative is to close Folsom Point then I say close Folsom Point and make the necessary improvements. However, I believe that this alternative is probably the most convenient alternative and others may have been eliminated as inconvenient or cost more to accomplish. I concede that I do not have all the information that you who have been working overtime to accelerate this project have acquired. However, I believe that a compromise can and should be considered. I am sure that access control, the existence of a traffic light and existing gate provide considerable cost savings. Also there is considerable space to stage equipment and materials in one place. If that did not require the closure of Folsom Point completely I would agree. The closure of Folsom Point would cost the community more, in my opinion, than the costs of dispersing these equipment and materials over a larger area in the community. For example the flats down stream from Mormon Island Dam on either side of Green Valley Road could be used for materials and equipment. Portions of the Folsom Point Recreation area could be used. The area around Dyke Seven should be considered. Speaking of that, What about the open space around the prison? Sure improved security would be needed, but it would not restrict access to Folsom Point. I believe that you are able to use Folsom Point recreation area or parts of it without closing the park completely. [#281-2 Socioeconomics businesses]. Have you ever paid attention to the financial impact of Folsom Point? Each of those boaters, skiers, fishermen, day campers group picnic's at the Point and leisure</p>

		<p>boaters needs fuel, food, bait and equipment to make their visit everything they hope it will be. Many of the recreational users finish the day on the way home with refueling and having a quick meal on the way home. While passing through Folsom they see things that they may not have been aware of. The Thursday Night Market, Cappuccino Cruisers night at the Red Robin, Music in the park, the new Library and our Zoo, these are all aspects that passers by notice. Then you have the Sutter Street Grill for breakfast and Hop Sings for dinner on the way home.</p> <p>I am sure you can come up with other options and still complete this project as planned. Please take a moment and consider my suggestions before you throw them in the trash can!</p>
282	Gary Frolich	<p>[#282-1 PD alternative staging areas.] This would be the worse idea I've seen in this whole Folsom Dam/Lake situation in our 17 yrs of residence. I know there is plenty of room around the point closer to the dam.....let the rich people or the developers who are building out that entire point look at some equipment for awhile, instead of forcing thousands of people off the whole lake for years and years!!!!!!!!!!!!!!] We bought here for access to Folsom Lake which has become more trouble than this town is worth. We understand recreation is at the bottom of the list for the lake, but with 12 govt bureaus involved it has become typical govt waste and abuse of the public GOOD. DON'T CLOSE FOLSOM POINT - would be the last straw in a long list of govt missteps since 9/11.....and the good residences of Folsom Town continue to pay the price and suffer the incompetence of our govt!!!!!!!!!!!!!!!!!!!!!!</p> <p>We know you have a job to do.....please, please consider another alternative.] We weren't planning on moving, but we will and we will take our money with us (and we are not alone). Thanks you for your consideration.</p>
283	Scott Wiemerslage	<p>Upon recently hearing of the possible closure of Folsom Point, park and boat launch for up to seven years, I have been beside myself.</p> <p>[#283-1 Public Involvement project notification.] Understanding the ramifications of this act and pursuing them without diligence is one of the more irresponsible proposals I have heard. This proposal coupled with the complete lack of public knowledge continues the ever widening gap between the "stewards," of the lands and the general public.</p> <p>[#283-2 Recreation lake access closure.] Please consider any other potential alternatives to the proposed current one. The quality of life both for the boaters, park visitors, and neighborhoods is weighing on your decisions. Seven years? What about the kids who will grow up in that time and not to have ever known the beauty of the lake?</p> <p>[#283-3 Socioeconomics property value.] What about homeowner's buying or selling in that time that will either loose tremendous value or never see the potential and look elsewhere?</p> <p>[#283-4 Recreation remaining access points.] What about the already congested launches and park areas that will now have to be absorbed by the other three entrances?</p> <p>[#283-5 Socioeconomics businesses.] What about the loss of potential income and profit from recreationalists looking elsewhere?] What about the environmental impact statements? What about using Folsom Damn Road, already in existence, and not being used to access?] Please reconsider.....</p>
284	Troy Watson	<p>[#284-1 Recreation lake access closure.] We are completely opposed to closing Folsom point. There are too may people that use the park to shut it down. Please find an alternative site.</p>
285	David L Brown	<p>[#285-1 General.] I am OPPOSED to closing Folsom Point.</p>
286	Krista Fisher	<p>[#286-1 Recreation lake access closure.] I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. [#286-2 Socioeconomics.] The closure would be an outrage and detrimentally impact the local economy and quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well.</p>

		Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable.
287	Scott and Viera Weldy	[#287-1 Recreation remaining access points.] I just wanted to go on record to oppose Folsom Point closing. We have lived in Folsom for 10 years and have used Folsom Point to launch our boat for some family time at the lake. We have experienced over crowding and at times were forced to use Brown's Ravine. With Folsom Point closed, all of the day users will be forced to use Brown's Ravine, which will not be able to accommodate all of the overflow.....and what happens when some of the ramps are closed due to low water? Please keep Folsom Point open.
288	Greg Mercurio	Dear Shawn: [#288-1 Public Involvement and EIS process.] As a stakeholder in the outcome of the decision to close/not close Folsom Point, I feel it is only fair to extend the public commentary period to allow the public a fair amount of time to research and comment. According to the newspaper article that I did read, the decision is already made, and the timing and durations are the only outstanding issues. As the owner of tasty Time Ice Cream & Frozen Yogurt, I am in the direct path of the consequences of the decision. I have NOT had enough time to adequately research this topic. I believe that public disclosure of the rationale behind the USBR's decisions should be the first priority, not the rush to close the Point.
289	Clyde Matson	I have been following the discussion on the levies and dam modifications for quite some time now. To date I have found no recollection in this process of the near flood a few years back. As I recall, after some number of years the management of the dam facilities decided that now was the time to "test" the gates. This was during a period of time when inflows were very high. When they tried to open and close the first gate it broke. Remember this was only one of the existing gates. The gate jammed and broke, leaving it mostly open. This put almost enough water down the river to over top the levies. At the Howe Ave. bridge the river was about a foot from the top of the levee. At Rio Americano High School the situation was the same. My daughter went to that school at that time. As it worked out luck held and the levees did not get over topped. I have looked at the levee plans (not well) and looked at the sketch of the dam modifications. As I see them the thing that concerns me most is the modification to the dam. [#289-1 PD fuseplug Operation.] As I see it more gates are being added and on the south end of the dam a dirt berm is planned. The comment that was made about this berm was that if the water got to the point of over topping the dam this berm would wash out and prevent over topping the dam. The problem that I see is that the Berm is at least as wide as three gates, at a minimum. And once washed out is uncontrollable as to flow. This looks like a REAL problem to me and will be to most of Sacramento. I believe this is asking for another New Orleans levee failure. What do you think?
290	Kasia Turkiewicz	[#290-1 Recreation lake access closure.] I am a long time Folsom resident and take a great pride in our City and our community. I am strongly opposed to closing Folsom Point. Folsom Lake is an important part of our community. Closing it will not only reduce our access to the lake, but will also adversely impact businesses in our community.] [Recreation lake access closure. I especially would like you to consider our senior citizens and our children. Seven years it's a long time in their lives. My younger daughter is now six, by the time you are projecting to open Folsom Point again she will be 13 years old. Some of our elderly friends and neighbors may not live long enough to see it reopen, and for them it is difficult to seek an alternative access.] I would appreciate if you could take my comments into consideration before you make a final decision.
291	Mike Wall	I am a longtime homeowner in the Briggs Ranch development of Folsom and much of the reason I bought my home here was due to the easy access to Folsom Lake and the easy access to Granite Bay via the Folsom Dam Road. Now a little more than 6 years has passed and two of the most logistical benefits of living where I bought my house are in danger of going away. Travel to Roseville is a nightmare and traffic in Folsom is a disaster due to the dam road closure. Now I hear that Folsom Point may close so that I will have to take my boat miles away, through this traffic, to get to the water. [#291-1 Recreation lake access closure.] PLEASE DO NOT RUIN MY ACCESS TO THE LAKE!!!! DO NOT CLOSE FOLSOM POINT!!!! FIND ANOTHER ALTERNATIVE SO AS TO AVOID FURTHER

		HARDSHIPS FOR THE RESIDENTS OF FOLSOM.
292	Michael Cann	[#292-1 Recreation lake access closure]. I strongly object to the proposed closure of Folsom Point State Recreation Area! This proposition is unacceptable to the citizens of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating and picnicking, its closure would be an outrage. Folsom Point is the only access to Folsom Lake in the City of Folsom. Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.
293	Mark and Kathy Van Saun	To: Shawn Oliver We are contacting you in regards to the proposed closing of the Folsom Point Recreation Area or Dike 8. We are very concerned about this matter and ask that you would not only reconsider this proposal but give us more information. We have been Folsom residents and Briggs Ranch homeowners for over 11 years and we can not imagine what such a closure would do to our community and our neighborhood. [#293-1 Socioeconomics property values]. Like many of our neighbors, we moved here primarily because of the lake access. Our family loves to take walks, run and mountain bike at the lake. We are extremely concerned about the devastating effect such a closure would have on the near by businesses as well as our home values. We personally know of a family that was considering several homes in the area to purchase and said yesterday that they will not buy here due to this issue. [#293-2 PD alternative staging areas.] Why haven't other access points been chosen to help with this matter without closing down an entire recreational area? Folsom Point is Folsom's only access where as Granite Bay has two access areas. [#293-3 Socioeconomics.] We have dealt with the burden of the Dam Road closure and saw the effects of that decision on businesses, commutes and community access. We cannot stomach another blow to our community. We ask you to please reconsider this decision and find an acceptable solution.
294	Keith Faust	As a resident of Folsom I'm against the closure of Folsom Point by the Federal Government to raise Folsom Lake. Do we need to have Folsom Lake raised, yes. Can another staging area be found to accommodate the equipment needed by the Corp of Engineers, yes. [#294-1 PD alternative staging areas.] During the closure of Folsom Dam Road for repairs on the flood gates, the parking lot adjacent to the Dam was used the staging area, why can't this be done again.] [#294-2 Transportation.] Approx. 186,000 people use Folsom Point to either launch their boats, picnic, or dive on a yearly basis. We have enough traffic on the surface streets as the result of the Dam Road closure, now we are going to put an additional 186,000 on the already congested streets? There must be another answer to closing Folsom Point or any access to Folsom lake. Why does the Corp. of Engineers have to close an access road to the lake while they raise the level of the dam? I realize raising Folsom Lake is a huge project, but there must be another solution so that the tax payers and the Corp of Engineers can co-exist during the seven years it will take to complete this project.
295	Dean Deguara	[#295-1 General.] Please don't close Folsom point and inconvenience the residents once again. Inconvenience the contractors and make them park their equipment somewhere else.
296	Shari Warr	[#296-1 General.] Please don't close Folsom Point. Let this count as my opposal.
297	Phil Vaughan	[#297-1 General]. PLEASE DON'T LET ANYTHING HAPPEN TO PREVENT PEOPLE FROM USING THIS WONDERFUL RECREATION AREA. I HAVE USED THIS LAKE FOR LEISURE PURPOSES ON PAST VISITS TO THE UNITED STATES AND IT TRULY WOULD BE A SHAME TO DEPRIVE FOLKS OF SUCH A BEAUTIFUL AND BOUNTIFUL ENJOYMENT AREA. SURELY, IT WOULD BENEFIT THE LOCAL COMMUNITY FINANCIALLY AS WELL, WITH VISITORS RETURNING TO USE THE GREAT FACILITIES YOU HAVE TO OFFER THEM THERE. THEY SUPPORT YOUR COMMUNITY GREATLY WITH FINANCIAL GAINS FROM THE MONEY SPENT BY THE VISITING PUBLIC FROM ELSEWHERE OTHER THAN THE DEAR FOLKS OF THE FOLSOM AREA.

298	George Wyatt	<p>[#298-1 Recreation lake access closure.] Please be advised that I am opposed to the closing of Folsom Point. I use the boat launch ramp quite often, and pay an annual fee to be able to do so! One of the reasons that my family lives in Briggs Ranch is the closeness and availability of this facility. Please do not close it.</p>
299	John and Sharon Sarno	<p>[#299-1 PD alternative staging areas.] I am writing this e mail to show my support AGAINST closing Folsom Point ,This action you are considering is ludicrous at best ! why can you not use the vista point area at the dam cite ? you have closed the dam road and that area is just sitting there, as a Folsom resident for approx 20 years we have put up with every inconvenience you can imagine why are you trying to inflict another?</p>
300	Janelle & Curtis Mau	<p>Dear Mayor Morin, #300-1 Recreation lake access closure/alternatives. We are against the closure of Folsom Point!! Folsom Point is a park used by many people throughout our city. As a resident of a neighborhood near Folsom Point, you probably realize just how many of our neighbors walk over to use this facility on a daily basis. Dog walking, swimming, fishing, nature hikes, running, bicycling, and boating are just some of the activities people enjoy. The second grade classes at Folsom Hills Elementary take a walking field trip to Folsom Point to study nature every year. This is wonderful exercise for all who are able to walk to the lake! Closing Folsom Point would eliminate that option for all residents of Briggs Ranch and nearby neighborhoods. We'd then have to get in our cars and drive to another park at the lake, thereby increasing traffic and pollution in the city. [#300-2 Socioeconomics property value] This closure will adversely affect our property values in these neighborhoods as well, and decrease the desirability of living here. In addition, the noise of heavy equipment, machinery, and increased truck traffic in and out of the area will negatively impact our neighborhood even further. Many other residents and [#300-3 Socioeconomics businesses.] businesses throughout Folsom will also be severely impacted by the closure of Folsom Point, as I'm sure you are already aware. There must be some other options for the location of this construction staging area for the work projects on Folsom Dam. Those other options need to be explored further!! Please speak out on behalf of the residents of Folsom, and work towards finding another location for the construction staging area.]</p>
301	Randy Pike	<p>To all of our honorable representatives: I am going to start this letter on a personal note... I live ONE block from Dyke 8. We bought our home because of the convenience Dyke 8 offered to launch our boat and the beauty that it offered when we wanted to have a picnic or just out for a hike. We walk our dog, from our home, to Dyke 8 for a fun afternoon swim. We've already lost our "easy" connection to other towns using Folsom Dam. Please don't let them take our park away too. This is our life, our children's life... our lifestyle. Please don't take it away! Here's is the letter that we were asked to circulate among the honorable representatives: Please be advised that we, citizens of Folsom, CA, have been put on notice that a proposed closure of our park is scheduled for the fall of 2007. This proposal comes from the Bureau of Reclamation and the U.S. Army Corps of Engineers. It is our understanding that our beautiful park and recreation area will be used as a construction staging area for different work projects on the dam and Mormon Island Spillway by the Bureau and Army Corps of Engineers. [#301-1 Recreation lake access closure.] It is our belief that this closure will have a deep and dramatic effects on families, businesses, tourism, and the environment. The consequences are far reaching. This is a family community. We bring our children to the lake, bike swim, picnic, fish, boat and just enjoy nature. This scenario is repeated over and over again. Folsom Point is one of the reasons people buy homes in this area. This park is one of the jewels of Folsom. Bird Watchers frequent the park. [#301-2 Vegetation and wildlife]. I might point out that even though the Bald Eagle is no longer on the endangered species list, it is still protected by the "Bald and Gold Eagle Protection Act". It is my understanding that one of the afforded protections is not to disturb the nesting area or flight pattern area. This needs more investigation. [#301-3 Public Involvement notification.] We have not been given adequate time to investigate the impact that this proposal will have</p>

		<p>on our environment. We have other migratory birds that now nest there as well. This is a pathway for many other animals as well. Rattlesnakes also reside at Folsom Point.</p> <p>[#301-4 Socioeconomics businesses.] The businesses in Folsom will definitely realize a financial impact. Our business owners look forward to the summer months when tourists and other lake traffic provide much needed revenue. Our businesses suffered with the closure of the Dam Road and not this may be the proverbial "straw" for financial loss. Business owners have expressed a great concern.</p> <p>[#301-5 PD alternative staging areas.] We do not oppose improvements on the dam. We request a staging area that will not hurt so many families, businesses, wildlife, and real estate values. In all truth we have not been given adequate time in which to address these issues. Our first notice was on January 9th, 2007 We were advised that 3,000 flyers were sent out. This is a city with a population of 63,000. The deadline given to us to discuss the closure is January 22, 2007. That was essentially "no notice". We need counsel as to our rights and the rights of the wildlife who cannot speak for themselves. We ask all of you, as our voice and representatives, to please aid us in this endeavor.</p>
<p>302</p>	<p>Susan Akin</p>	<p>To our Mayor Andy Morin,</p> <p>[#302-1 Public Involvement project notification.] I live within 5 minutes of Folsom Point State Park. I was not notified about the proposal to close this wonderful park which I, my family use at least 2 time a week in the winter months and 5 days a week in the spring, summer and fall months. I buy the Annual Pass each year. I have not noticed any postings at the park entrance about the plans to close this park for 7 YEARS! I have heard that there were 3,000 notices sent out. Well I and 60,000 others feel that this is of importance to us as well and deserved to be notified. This impacts us as families, businesses, tourists, it also impacts the real-estate values in our area.</p> <p>Lake Point is an important asset for outdoor activities, such as boating, picnicking, hiking, bird watching, fishing, swimming, or just to enjoy nature. I and my children have sat at a park bench and watched a snake eat a frog, watch the deer who frequently graze on the shoreline grass or drink from the lake, we watch the migratory birds that rest on its shores. We have shared many memories at Folsom Point State Park. [#302-2 Socioeconomics property values] Folsom Point is an important asset for outdoor recreation enthusiasts and as such has a very big impact on home values and our economy. [302-3 Socioeconomcis businesses.] Closing access to its shore lines and boat ramps will be very detrimental to the people who use those amenities and extremely harmful to the local home values in the region. Some of the local businesses, which depend on their proximity to Folsom Point for their success, could very likely be forced out of business as well.]</p> <p>[#302-4 PD alternative staging areas]. The impact of this closure would be enormous, not only to me and my family but to our community. In the light that there are other alternatives to consider, I hope you will give this further thought. I would suggest considering the sides of the now closed dam road as well as the large parking area to vista/picnic area which are already closed to the public.</p> <p>I find it disturbing that the announcement of the meeting time came on the same day of its occurrence. I would obviously not be alone in being extremely disappointed to loose continued access to Folsom lake Point during and after any construction takes place. I furthermore believe that ALL Folsom residents and businesses who have already taken a huge hit by the already closure of the Dam Road, the increase in traffic on our private streets would be granted the time necessary to seek counsel as to our rights and the rights of those who can not speak for themselves such as the local wildlife.</p> <p>I am asking you as our Voice in this great City of Folsom and our Mayor (of whom I chose to vote for in our last elections), to stand up and speak for us all, not just the 3,000 people who someone, some where deemed necessary to notify.</p>
<p>303</p>	<p>Nicole Benson</p>	<p>To Whom It May Concern:</p> <p>I received an email notifying me that Folsom Point would be closed for several years to the public. I understand that a place is needed to store equipment but I also understand that there are other storage options. I am writing this letter because Folsom Point is not only</p>

		<p>important and meaningful to me, but it is crucial to the livelihood of local businesses. I grew up in Folsom and every week my family and I would go for walks along the dyke. We have taken many Christmas photos out there over the years as well as enjoyed family picnics, BBQs' and the Fireman's Eco Challenge. [#303-1 Socioeconomics businesses.] Businesses rely on the families that venture to and from this part of the lake year round, especially in the summer when the boaters are out and about. So many businesses would go under. Can you imagine what a financial nightmare this would create for many of the business owners located around this part of the lake?</p> <p>[#303-2 Recreation lake access closure]. Although I have moved to the Bay Area now and have my own family, I still look forward to Christmas morning walks at the lake and was looking forward to taking my son to picnic at the lake and watch the boats launch at Folsom Point this summer. You may argue that there are other places to go to at Folsom Lake, but none of them are like Folsom Point. Please reconsider your plans to close Folsom Point. The City of Folsom has already destroyed or removed many things enjoyed by its' residents, we don't need another!</p>
304	Debbie Sultan	<p>To the Bureau of Reclamation, [#304-1 PD alternative staging areas]. The proposed closure of Folsom point State Park is of great concern to the residents of Folsom We realize that improvements on the dam and other areas need to take place, but it should not be at the expense of the environment, wildlife, local businesses and our recreational enjoyment. Please seek other options.</p>
305	Lynn & Eric Bonzell	<p>Dear Bureau of Reclamation, [#305-1 Socioeconomics businesses]. We are opposed to the closure of Folsom Point for the upcoming construction to Folsom Dam. There will be a tremendous negative financial impact to the city of Folsom and it will adversely affect the residents of Folsom as well</p>
306	Aimee Wendell	<p>[#306-1 General.] I am OPPOSED to closing Folsom Point. Thank you</p>
307	Lynn Derrick	<p>Steve Miklos, As a homeowner of Folsom, and specifically, Briggs Ranch, I wanted to write to you. I understand the City Council will be deciding whether or not to close Folsom Point for the next 7 years while the new bridge is constructed. I wanted to let you know I am very opposed to this idea. One of the reasons we live in the Briggs Ranch area is because it is so close to Folsom Lake and the quick and easy access to the boat launch at Folsom Point. [#307-1 Traffic] I am also very concerned about all the construction trucks that will be disturbing this residential area. [#307-2 Property Values] I am also concerned what this closure and construction will do to property values in the Briggs Ranch area. This closure can only hurt our lake and boating experience as well as tourism to Folsom Lake. Please vote on the side of your fellow residents and the welfare of your community. Voters have good memories about these issues when election day rolls around again!</p>
308	Ann Lindner	<p>City Council Members, I had a very encouraging conversation with Steve Miklos today about fighting the closure of Folsom Point. As we spoke he told me he knew nothing of the rally tomorrow and I wanted to make sure that was not the same case for all of you. [#308-1 General] We are holding a rally in the church parking lot at the entrance of Folsom Point tomorrow to have residents of Folsom sign petitions to stop the closure. I hope we can see all of you there to support our community in this protest.</p>
309	Ken & Susan Doherty	<p>We are outraged that you, our elected officials, have basically stuck your heads in the sand regarding the closure of Folsom Point. It really upsets us and our neighbors that you haven't represented the fine citizens of our city in a diligent manner. We literally found out about this issue on January 15, 2007. Why was this never mentioned in any literature from the city? Why were we and everyone we encountered shocked to hear about this at the 11th hour? I went Folsom City Hall on Tuesday the 16th with my neighbors to express our objections and concerns and to find out detailed information regarding this matter. We left completely frustrated as if we were nothing but an imposition. We were left to take matters into our own hands when this clearly should be the City's responsibility to take care of us and the resources of this city that we moved</p>

		<p>here to enjoy. We can only wonder what the impact will be on property values, businesses and the community as a whole. [#309-1 Recreation lake access closure] We believe it is YOUR RESPONSIBILITY to address this significant issue and make sure that the closure of Folsom Point does not happen. Surely you can come up with several alternatives that would not impact the lives of all that use this facility.</p>
<p>310</p>	<p>Steven D Hust El Dorado County</p>	<p>January 26, 2007 Mr. Shawn Oliver Bureau of Reclamation 7794 Folsom Dam Road Folsom CA 95630</p> <p>Re: Folsom Dam Safety and Flood Damage Reduction Draft EIS/EIR</p> <p>Dear Mr. Oliver;</p> <p>El Dorado County appreciates the opportunity to review and respond to the Folsom Dam Safety and Flood Damage Reduction (DS/FDR) Draft EIS/EIR. This letter is in response to actions which may affect terrestrial vegetation and wildlife, specifically oak woodlands.</p> <p>As noted in Section 3.12, Land Use, Planning and Zoning, page 3.12-3, the El Dorado County Interim Interpretive Guidelines for General Plan Policy 7.4.4.4 – Forest and Oak Woodland Resources (Public Review Draft) was reviewed by the Draft EIS/EIR authors for information. As an update, the Interim Interpretive Guidelines were finalized and adopted by the Planning Commission on November 9, 2006. El Dorado County is currently conducting an intensive study of oak woodlands in the County which will result in an Oak Woodland Management Plan in spring/summer 2007, which will replace the interim guidelines. Ongoing documentation is posted on our oak woodlands website, available at: http://www.co.el-dorado.ca.us/Planning/GeneralPlanOakWoodlands.html .]</p> <p>Table 3.5-4, Summary Comparison of Impact of Alternatives of Section 3.5, Terrestrial Vegetation and Wildlife, indicates that Alternatives 1 through 5 will have a Significant but Mitigatable Impact (CEQA) and an Adverse Impact (NEPA) to protected oak woodlands. We have reviewed the DEIS/DEIR, and the USFWS Coordination Act Report, and offer the following comments:</p> <p><i>DEIS/DEIR comments:</i></p> <p>[#310-1 Habitat Inundation] 1. Section 3.5.1.2, Regulatory Setting, State: Although the California Environmental Quality Act (CEQA) PRC §21000 et.seq. is noted, in particular, CEQA PRC §21083.4 is not identified, which has a direct bearing on allowable mitigation for oak woodlands.</p> <p>2. Section 3.5.1.2, Regulatory Setting, Local, Local Native Tree Protection Ordinance: At present, in El Dorado County, protection of native trees and oak woodlands is set by general plan policies and interim interpretive guidelines.1</p> <p>3. Section 3.5.1.3, Existing Conditions, Vegetation, Upland Plant Communities, Interior Live Oak Woodland, Blue Oak Woodland and Savanna, pages 3.5-4 to 3.5-5: There do not appear to be any maps which spatially approximate the potential future inundation zone (1,323 acres) and the construction area (81 acres) which will affect oak woodlands. It would be helpful to see where the affected oak woodland areas lie, as well as noting the amount of acreage for each county/city affected.</p>

	<p>4. Section 3.5.4, Mitigation Measures, pages 3.5-51 to 3.5-52: El Dorado County's Interim Biological Resource Study and Important Habitat Mitigation Program Guidelines, adopted by the Planning Commission on November 9, 2006, and available at our oak woodlands website noted above, contains detailed recommendations regarding safeguarding trees during construction.]</p> <p>[#310-2 Coordintaion Act Report mitigation] <i>Appendix B, Federal Biological Compliance, Draft Fish and Wildlife Coordination Act Report</i> <i>CAR) comments:</i></p> <p>5. Draft CAR – Table 7, Evaluation Species, Resource Categories, and Compensation Planning Goals selected for cover-types impacted by the Folsom DS/FDR Project, California, page 34: We acknowledge the value of the Mitigation Planning Goals of “No net loss of in-kind habitat value” for Oak-grey pine woodland and Oak savannah.</p> <p>6. Draft CAR – Table 8, Oak Woodland – Grey Pine Woodland Mitigation Site Development Criteria, Folsom DS/FDR Project, California, page 39: Mitigation exceeds El Dorado County’s replanting requirements (of 200 trees/acre)², matches the management intensity (moderate to intensive)³, but falls below the County’s standard for monitoring (of 10 years for seedlings, 15 years for acorns) . Mitigation does not address the success rate of replanting, for which the County standard is 90 percent⁴.</p> <p>7. Draft CAR – Recommendations, General, page 40: El Dorado County agrees that avoidance of impacts to woodlands and wetlands is a primary mitigation action.</p> <p>8. Draft CAR – Recommendations, General, page 41: “Compensate for unavoidable impacts to oak-grey pine woodland habitat by acquiring suitable lands and developing oak woodland habitat using the assumptions contained in Appendix A...” El Dorado County notes that CEQA PRC §21083.4 only allows 50 percent of mitigation of impacts to oak woodlands to be in the form of replanting. Other mitigation options include conservation easements and contribution of funds to the Oak Woodlands Conservation Fund or other trusts to purchase oak woodland conservation easements in perpetuity.</p> <p>Recent studies by Giusti et al. (2005)⁵ states, “...it is becoming apparent that replacement seedlings as a mitigation measure for removal of older stands of trees cannot meet the immediate habitat needs of forest-dependent animal species. This realization has expanded the discussion beyond simple replanting schemes as a means of mitigating impacts.”</p> <p>The limited effectiveness of plantings for mitigation were demonstrated in a study that used data from 10-year-old planting to model the development of blue oak stand structure attributes over 50 years (Standiford et al., 2002). The model showed that a 10 percent canopy cover of oak woodland could be achieved in 10 years if trees were planted at a density of 200 trees per acre and maintained at high management intensity. After 50 years, trees in planted stands were still small (1-6 inch diameter at breast height) and wildlife habitat quality was not equivalent to that of mature oak woodland. Species composition shifted from wildlife species that utilize acorns, cavities and downed wood to those that utilize open areas. This study emphasizes the need for a comprehensive approach to mitigation and not to rely solely on replacement planting of oak woodlands.</p> <p>9. Draft CAR – Table 10, Summary of Cover-Types, Acres Impacted, and Compensation Needed by Alternative Proposed for the Construction of Folsom DS/FRD Project, California, page 60: El Dorado County acknowledges that the mitigation acreage ratio exceeds the County maximum requirement of 2:1.]</p> <p>Thank you for this opportunity to review and comment upon the Draft EIS/EIR. If you have any questions, please contact me at (530) 621-5355, or by email at SHust@co.el-dorado.ca.us . Sincerely,</p>
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		<p>Steven D. Hust Principal Planner El Dorado County Development Services 2850 Fairlane Court Placerville CA 95667</p> <p>1 The El Dorado County Oak Woodland Management Plan and Oak Tree Protection Ordinance are pending but not yet adopted. 2 McCreary DD. 2001. <i>Regenerating rangeland oaks in California</i>. Berkeley (CA): University of California, Agriculture and Natural Resources. Communication Services Publication #21601. 62 p. 3 Management intensity assumes that 10 years after planting 1 year old saplings that trees that have been nurtured with high management intensity will be on average 2 inches DBH with 90 percent survival; moderate management intensity will result in trees that are on average 1.5 inches DBH with 85 percent survival. From: Standiford, R.B., D. McCreary, and W. Frost. 2002. Modeling the effectiveness of tree planting to mitigate habitat loss in blue oak woodlands. In: Standiford, R.B., D. McCreary, and K.L. Purcell (tech. cords.), Proceedings of the Fifth Symposium on Oak Woodlands: Oaks in California's Changing Landscape. Gen. Tech. Rep. PSW-GTR-184. Pacific Southwest Research Station, Forest Service, U.S. Department of Agriculture. 4 Refer to El Dorado County Interim Interpretive Guidelines for General Plan Policy 7.4.4.4 (Option A), adopted November 9, 2006, Definitions, page 2, 1:1 Woodland Replacement. 5 Giusti, G.A., A. Leider, J. Vilms, and J. Fetherstone. 2005. Planning options for oak conservation. In: Giusti, G.A., D.D. McCreary, and R.B. Standiford (eds.), A Planner's Guide for Oak Woodlands. University of California Agriculture and Natural Resources Publication 3491.</p>
<p>311</p>	<p>Bruce and Rosemary Beck</p>	<p>To Whom It May Concern:</p> <p>RE: Folsom Point/Folsom Lake Controversy:</p> <p>We have received/read about disturbing information about the proposed closure of Folsom Point (Dyke 8) and/or Granite Bay as a staging area for equipment for the upcoming construction at Folsom Lake.</p> <p>We live in Rocklin, very close to Folsom Lake. We are opposed to any closure of all current boating access to Folsom Lake for use of equipment parking. We have been boating on Folsom Lake for more than 25 years. [#311-1 Socioeconomics businesses] Any closing of any boating access and public picnicking would not be in the best interest of the local economy, local boating area and the overall boating industry in general.</p> <ol style="list-style-type: none"> 1. [#311-2 PD alternative staging areas] Why the equipment parking area can't be established along Folsom-Auburn Road near the closed road to the Dam? 2. Close some of Beal's Point as boaters can not use that area for launching? 3. What about the parking area that is closed to the public next to the Dam? 4. There are large fields near the Dam Road in the Folsom area, use them? 5. Otherwise the expansion and creation of Beal's point for boat launching would help IF the closure of Folsom Point (Dyke 8) were to happen. <p>[#311-3 Recreation remaining access locations] There are a large number of boaters in the Sacramento area. Requiring boaters to</p>

		<p>travel to other locations would not only crowd those other locations more than usual but cause other environmental issues with more traveling, using more gas to travel to other lakes, causing more environmental issues at those locations, etc. Please establish other sites to use for staging. There are a lot of other areas that can be considered.</p>
<p>312</p>	<p>Jim Micheaels CDPR</p>	<p>Gold Fields District 7806 Folsom-Auburn Road Folsom, CA 95630</p> <p>January 26, 2007</p> <p>Michael Finnegan, Area Manager U.S. Bureau of Reclamation Central California Area Office 7794 Folsom Dam Road Folsom, CA 95630</p> <p>Re: Folsom Dam Safety and Flood Damage Reduction DEIS/DEIR</p> <p>This letter is to express the concerns and recommendations of the California Department of Parks and Recreation (DPR) Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR) regarding the Folsom Dam Safety and Flood Damage Reduction Project. DPR has previously provided extensive comment and recommendations regarding this project including an April 6, 2006 letter and several rounds of comments regarding administrative drafts of this DEIS/DEIR.</p> <p>DPR is supportive of the twin goals of this project, improving public safety relative to the dams and dikes and providing additional flood protection for the region. As Reclamation's managing partner for recreation, natural and cultural resources at Folsom Lake State Recreation Area (SRA), DPR is also concerned about the impacts of the project on these resources and uses. About 1.5 million visitors recreate at Folsom Lake SRA annually. Obviously this project will have some significant impacts on this recreation use and the facilities supporting this use. To date, DPR does not believe the project impacts to recreation use and facilities at Folsom Lake SRA have been adequately mitigated. We look forward to continuing to work with the lead agencies to find ways to avoid impacts to recreation use and facilities and to mitigate these impacts. Please see the enclosed Attachment with our specific comments for each of the recreation use areas within the SRA that may be impacted by the proposed project.</p> <p>If you have any further questions regarding this matter, please contact either myself or Folsom Sector Superintendent Michael Gross at (916) 988-0205 or the Gold Fields District Planner Jim Micheaels at (916) 988-0513. Thank you.</p> <p>Sincerely,</p> <p>Scott Nakaji Gold Fields District Superintendent</p> <p>CC Stein Buer, Sacramento Area Flood Control Agency</p>

Colonel Ronald N. Light, Sacramento District, Army Corps of Engineers
 Shawn Oliver, U.S. Bureau of Reclamation
 Becky Victorine, U.S. Army Corps of Engineers
 Joe Lucchi, City of Folsom, Economic Development Director
 Joe Gagliardi, President and CEO, Folsom Chamber of Commerce and Folsom Tourism Bureau
 Paul Romero, California State Parks, Chief Deputy Director
 Ted Jackson, California State Parks, Deputy Director Park Operations
 Tony Perez, California State Parks, Chief Southern Field Division

Attachment: DPR Comments and Recommendations Regarding Folsom Dam Safety and Flood Damage Reduction Draft EIS/EIR

Chapter 2 - Project Elements and Alternatives

2.2.4.1 Auxiliary Spillway

On page 2-37 of the Auxiliary Spillway description the following statement is made in reference to spoil material excavated for the approach channel to the spillway gates which will be deposited on the shoreline:

“It is anticipated that the material excavated from the approach channel would be put to beneficial use.”

[#312-1 PD beneficial use of excess material] Without any explanation of how this spoil material would be used it seems premature to conclude it would be put to beneficial use, the material could just as well impact the native vegetation on the existing shoreline. DPR is interested to know how this spoil material would be used.

2.2.4.7 Embankment Raises (Dikes and Wing Dams)

The Alternatives in the document propose three options for raising the height of the dikes and dams: less than 4 feet for both dam safety and flood damage reduction purposes; 7 feet to provide additional surcharge capacity for flood damage reduction purposes; and 17 feet as an alternative to meet flood damage reduction objectives without any increased discharge capacity.

DPR has previously commented regarding our concerns about the method used to achieve the dam and dike raise. The top of MIAD and Dikes 4, 5 and 6 are currently all utilized as part of the trail system within Folsom Lake SRA. The trails at Folsom Lake SRA are an important recreation amenity for the local neighborhoods, communities and Sacramento region. The trails along the tops of these dikes and dams provide vital connections to other trails downstream of the dikes and dams. The unobstructed views of Folsom Lake are an important part of the experience of recreation visitors using these trails. DPR is specifically concerned about the impact of options utilizing a concrete parapet wall on recreation trail users. This includes both the visual impact of obstructed views and also the impacts the concrete parapet wall and concrete retaining wall may have on access to the trails across the top of these dikes and dams. We believe the concrete parapet wall options will be an attractive nuisance (graffiti) and barrier for recreation use. DPR would not be responsible for any repair or maintenance of such a concrete wall, including graffiti removal.

	<p><i>Recommendation:</i> #312-2 PD raise type DPR believes the conventional earthfill raise option provides the best opportunity for continued unfettered access to the trails across the dams and dikes and unobstructed views. A reinforced earth wall would be a second preference.</p> <p>2.2.4.10 New Embankment Construction The document indicates that depending upon the Alternative selected, up to 45 new embankments may be constructed if a 7-foot raise of the dikes and dams was selected. The number of new embankments required for a 17-foot raise has not been determined. It does not appear that the document specifically identifies where these new embankments would be constructed and that no environmental analysis is provided for these new embankments.</p> <p><i>Recommendation:</i> #312-3 Analysis of new embankments DPR believes the environmental analysis for this aspect of the project is inadequate and that if any alternative is selected which requires additional embankment raises which are not specifically identified in this document, additional environmental analysis is required.</p> <p>2.2.4.11 Miscellaneous Construction</p> <p>Construction Staging, Materials Processing and Contractor Work Areas The project includes development of construction staging areas, material processing and contractor work areas which will close or impact recreation areas within Folsom Lake SRA including Folsom Point, Beal's Point, Granite Bay and trails within the SRA. California State Parks believes there are some "win/win" possibilities with regards to mitigation for the impacts to and loss of recreation use which the lead agencies for the project are not taking advantage. In previous discussions with Reclamation we have explored the idea of rehabilitating some of the staging areas, once construction activities are complete, into improved recreation sites. DPR believes it is reasonable for the lead agencies to provide for these finished facilities as mitigation for the loss of recreation use at these sites.</p> <p>Folsom Point The document indicates Folsom Point would be a main staging area for the Project including contractor's offices, parking, material staging and processing, and borrow stockpiling. The DEIS/DEIR indicates Folsom Point would be closed to all recreation use from 6 to 7 years. Anywhere from 670,000 to 816,000 recreation visits would be lost due to construction.</p> <p>Recreation facilities at Folsom Point include a boat ramp with parking for 125 vehicles and a picnic area with parking for 77 vehicles. Annual use at Folsom Point is about 112,000 visitors, which generates about \$127,000 in user fees annually.</p> <p>DPR understands that based on concerns expressed by the City of Folsom, the Folsom Chamber of Commerce, local community members and others, that options are being explored to reduce or avoid the complete closure of Folsom Point during the construction period. DPR is supportive of these efforts and we need to be part of these discussions.</p> <p>In past discussions with Reclamation, DPR understood that Reclamation was considering filling a shallow portion of the Reservoir on the east side of Folsom Point to create additional areas for staging and material processing. DPR has suggested that following construction activities, Reclamation could contour and covert this proposed material processing and construction staging area into a</p>
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	<p>new boat ramp, parking and additional picnic sites, including group picnic sites. DPR believes that the provision of additional new recreation facilities could serve to help mitigate the loss of recreation use.</p> <p><u>Recommendation:</u> [#312-4 Recreation mitigation] To the extent that Folsom Point is utilized as a construction staging or materials processing area which results in a loss of recreation access and use, DPR believes the federal agencies have an obligation to mitigate the loss of recreation use. One option to provide such mitigation is to enhance the existing facilities or convert staging areas into additional recreation facilities following construction. This might include extending the existing boat ramp, rehabilitating the existing picnic facilities and/or creating a second boat ramp and additional picnic facilities.</p> <p><u>Beal's Point</u> Beal's Point would also be utilized as a primary staging area for contractor offices, parking, material processing and staging, stockpiling of borrow material and concrete production. The document indicates that portions of Beal's Point would be occupied by construction staging activities from 3 to 6 years and would result in approximately 40,000 to 673,000 lost recreation visits.</p> <p>About 220,000 visitors recreate at Beal's Point annually which generates about \$447,000 in user fees annually. Recreation use of Beal's Point may be less desirable because of construction activity, traffic and noise.</p> <p>Similar to the situation at Folsom Point, based on previous discussions with Reclamation, DPR understood that Reclamation was considering filling a shallow portion of the Reservoir on the south side of Beal's Point to create additional area for staging and material processing.</p> <p><u>Recommendation:</u> [#312-5 Beal's Point Site Use Consultation] DPR would like to be consulted regarding the exact location of the staging areas. To the extent that Beal's Point is utilized as a construction staging or materials processing area which results in a loss of recreation access and use, DPR believes the federal agencies have an obligation to mitigate the loss of recreation use. DPR has recommends that following construction activities, Reclamation should contour and convert this proposed material processing and construction staging area into additional parking, picnic sites and other day use recreation facilities. DPR believes that the provision of additional new recreation facilities could serve to help mitigate the loss of recreation use.</p> <p><u>Granite Bay</u> Construction staging areas at Granite Bay to support a variety of activities depending upon the Alternative including: contractor offices; parking; borrow site excavation; construction at Dikes 1, 2, 3; material processing, stock piling and storage. From the document it is difficult to determine exactly where the staging areas are planned.</p> <p>Granite Bay is the most heavily used recreation use area within the SRA. Annual use at Granite Bay is approximately 508,000 visitors which generates \$1.6 million in revenues from user fees annually.</p> <p><u>Recommendation:</u> [#312-6 Granite Bay Recreation mitigation] Locate construction staging areas so they avoid or minimize impacts to recreation access or use. DPR would like to be consulted regarding the exact location of the staging areas. To the extent that Granite</p>
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	<p>Bay is utilized as a construction staging, borrow site or materials processing area which results in a loss of recreation access and use, DPR believes the federal agencies have an obligation to mitigate the loss of recreation use.</p> <p><u>Mormon Island Auxiliary Dam (MIAD)</u> The entire area around MIAD is proposed as a construction zone, construction staging area or potential borrow site. The top of MIAD is utilized as a trail connecting Folsom Point to the trail to Browns Ravine. There is an existing parking area on the eastern side of MIAD for trail users which accommodates about 30 vehicles. This parking lot is regularly used by trail users. It appears that the construction or staging area will encompass the parking lot.</p> <p><i>Recommendation:</i> [#312-7 MIAD Recreation mitigation] If the parking lot and trail connections are obliterated due to construction or staging activities, this parking lot will need to be replaced. DPR would like to consult with the lead agencies regarding the replacement of this parking lot. To the extent construction activities result in a loss of recreation access and use, DPR believes the federal agencies have an obligation to mitigate the loss of recreation use.</p> <p><u>Right Wing Dam</u> DPR has a maintenance yard, storage buildings, State Park Ranger offices and other facilities adjacent to the right wing dam. It is also possible that activities in this area may impact the paved bike path which crosses this area and connects from Lake Natoma to Beal's Point.</p> <p><i>Recommendation:</i> [#312-8 RWD Recreation mitigation] Avoid impacts to the above DPR facilities or mitigate any impacts by replacing these facilities as needed.</p> <p>The proposed staging area just south of Hinkle Reservoir appears to occupy an area that is proposed for the new entrance to Reclamation/DPR administrative offices and facilities as part of the new Folsom Dam Bridge Project. This area is also the locations where the American River Water Education Center (ARWEC) and DPR's public contact station are proposed to be relocated as part of the Bridge project.</p> <p><u>Left Wing Dam</u> Activities at the left wing dam do not appear to conflict with existing public use. However, at one time Observation Point (paved parking area on the east side of the left wing dam) was a popular public day use facility. This facility has been closed due to security concerns. The project will occupy this site for many years, if not permanently. Observation Point has perhaps the most dramatic view of Folsom Lake.</p> <p><i>Recommendation:</i> [#312-9 LWD Recreation mitigation] Reclamation and the Corps should mitigate the loss of Observation Point to future public use.</p> <p><u>Borrow Sites</u></p>
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	<p><u>Folsom Point</u> Borrow material would be excavated from the along the shoreline all around Folsom Point.</p> <p><u>Recommendation:</u> [#312-10 Folsom Point mitigation] DPR believes that borrow site excavation could be conducted in a manner that improved some recreation facilities. This might include extending existing boat ramps, developing an additional boat ramp, or contouring shoreline areas for use as a beach area. In order for these types of benefits to be realized, DPR believes the contouring needs to be coordinated with the mitigation ideas proposed for Folsom Point in 2.2.4.11 above. We believe, as partial mitigation for the loss of recreation use, the lead agencies could complete improvements to recreation facilities at Folsom Point.</p> <p><u>Granite Bay</u> In Alternatives 4 and 5 it appears borrow excavation would occur in the north portion of this recreation area. It appears that the excavation may include the area of Main Granite Beach, which is a primary attraction and one of the most heavily used portions of Granite Bay.</p> <p><u>Recommendation:</u> [#312-11 Granite Bay mitigation] DPR would like to avoid or minimize impacts to Main Granite Beach and the other primary recreation use facilities at Granite Bay during the summer use season. To the extent construction activities result in a loss of recreation access and use, DPR believes the federal agencies have an obligation to mitigate the loss of recreation use. One opportunity to partially mitigate this impact is to contour the area along main Granite Beach in a manner which will improve the beach area and water access at a variety of lake levels. DPR would like to consult with the lead agencies on opportunities to contour this area following excavation activities.</p> <p><u>Beal's Point</u> Borrow material would be excavated from the along the shoreline on the north side of Beal's Point. The area along the north side of Beal's Point is utilized as a beach and swim area.</p> <p><u>Recommendation:</u> [#312-12 Beal's Point mitigation] To the extent construction activities result in a loss of recreation access and use, DPR believes the federal agencies have an obligation to mitigate the loss of recreation use. One opportunity to partially mitigate this impact is to contour the area on the north side of the Beal's Point in a manner which will improve the beach use area and potentially import sand. DPR would like to consult with the lead agencies on opportunities to contour the area around Beal's Point following excavation activities.</p> <p><u>MIAD (Left Abutment)</u> In Alternatives 4 and 5 it appears borrow excavation would occur in the area between the northeast end of MIAD and Brown's Ravine. Brown's Ravine is the location of the Folsom Lake Marina and one of the most heavily used recreation use areas within the SRA. The marina is operated by a concessionaire. It is possible that borrow excavation could benefit the marina operation by increasing the depth of the marina basin. However, this would need to be coordinated with DPR and the marina operator. From the figures in the document it appears that the excavation would be focused on the shoreline along the south side of Browns Ravine and may well not</p>
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	<p>benefit marina operations. The point of land between Brown's Ravine and MIAD is an undeveloped portion of the SRA with excellent habitat values due to the State land adjacent to the federal lands in this area. DPR is concerned about impacts to upland vegetation and habitat from the borrow excavation.</p> <p><i>Recommendation:</i> [#312-13 MIAD mitigation] Keep borrow excavation activities, including hauling materials, below the 466' elevation, to avoid impacts to upland native vegetation, habitat and wildlife. To the extent construction activities result in a loss of recreation access and use, DPR believes the federal agencies have an obligation to mitigate the loss of recreation use.</p> <p><u>Disposal of Excess Materials and In-reservoir Fill</u> The document indicates between 1 million and 2.5 million cubic yards of excess material could be permanently disposed of at several locations including, Dike 7, Folsom Point and Beal's Point. Alternative 3 proposes permanent disposal of up to 500,000 cubic yards of material at Dike 7 alone. DPR has already provided ideas on how this excess material could be located, contoured and rehabilitated to provide improved or new finished recreation facilities at Beal's Point and Folsom Point to help mitigate the loss of recreation use and impacts to recreation use in these areas.</p> <p>With the exception of a trail discussed immediately below, DPR is not interested in creating additional recreation facilities in the vicinity of Dike 7 at this time.</p> <p><i>Recommendation:</i> [#312-14 Dike 7 mitigation] At Dike 7, other than the provision for the trail, DPR recommends that any excess spoil material be contoured to match the existing natural upland areas and re-vegetated and restored as blue oak woodland or oak savanna or some similar native plant community. Contouring the shoreline and finishing the new shoreline with material suitable for informal beach use would also be useful.</p> <p><u>Development of Internal Roadways</u> Internal haul roads are proposed for several locations within the project area, including between Dike 7 and Folsom Point. DPR presumes this haul route would be above the 466' elevation. The new draft General Plan/Resource Management Plan for Folsom Lake SRA provides direction for the development of a paved multi-use trail between Dike 7 and Folsom Point (and continuing across MIAD to the intersection of Green Valley Road and Sophia Parkway). This same paved bike route is identified in the City of Folsom Bikeway Master Plan as it connects to City bike trails.</p> <p><i>Recommendation:</i> [#312-15 Dike 7 to Folsom Point mitigation] For all internal haul routes, to the extent feasible, avoid removal of native oak trees. DPR recommends that following construction activities, the lead agencies convert the proposed haul route between Dike 7 and Folsom Point into a paved bike path that would continue across MIAD to the intersection of Green Valley Road and Sophia Parkway. DPR believes the federal agencies have an obligation to mitigate the loss of recreation use at Folsom Point and that providing a finished paved multi-use trail from Dike 7 to Folsom Point would serve as partial mitigation for the project impacts to recreation use and access.</p> <p>2.2.4.13 Security Features</p>
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Security Cameras

Security cameras installed on 30-foot steel towers are proposed at each end of Dikes 4, 5, 6, 7, MIAD and at Beal's Point. Specific locations of these camera towers are not indicated in the document. DPR is concerned about the potential impact of the towers and bases on the trails across the top of the dams and dikes and the connections to other trails. DPR is also concerned about the visual impact of the towers on recreation use and on views within Folsom Lake SRA.

Prior to these security measures being included in this Dam Safety/Flood Damage Reduction DEIS/DEIR, DPR staff made site visits with Reclamation staff to provide input on the specific locations of these towers. This includes the tower location at Beal's Point, for which DPR has provided specific recommendations regarding the location of this tower to minimize the visual impact on recreation visitors at the Beal's Point day use facilities. DPR hopes this information has not been lost in the process.

Recommendation:

[#312-16 Security mitigation] Site the camera towers so they do not interfere with the trails across MIAD and Dikes 4, 5, 6 and connections to these trails. Site the camera towers so the impact to the visual resources and views of the Folsom Lake and the SRA are avoided or minimized. Consult with DPR staff regarding the specific location of camera towers.

Vehicle Barriers and Gates

Various types of vehicle barriers and gates are proposed for MIAD and the various dikes. Because system trails within the SRA utilize the top of MIAD and the dikes DPR requests that adequate pass-through openings are provided for trail users, including pedestrians, equestrians and bicyclists towing trailers. The existing bollard system installed over the past several years was installed without providing adequate pass-through openings for trail users. This lack of adequate pass through openings with the existing bollards has caused numerous complaints from trail users.

Recommendation:

[#312-17 Security mitigation] Ensure that a 60-inch wide opening, with even tread, is provided at the location of all vehicle barriers and gates on dikes and dams that are utilized as trails.

Power for Security Components

Power lines are proposed for all security feature locations needing power including the vehicle barriers and cameras. DPR believes that installing power lines on towers or poles along the top of the dikes and dams would be a significant impact to visual resources within Folsom Lake SRA.

Recommendation:

[#312-18 Security mitigation] DPR recommendation is that power lines be installed underground. If that is not possible our second preference is for power lines to be installed on poles along the downstream toe of the dikes and dams, out of the way of any trails or other recreation facilities, to minimize the visual impact.

Project Lighting

The project proposes lighting to be installed to support monitoring of the barrier system. DPR presumes this is permanent lighting. No further detail is provided regarding this lighting. DPR is concerned that such lighting will be a visual impact, could further impact the

	<p>night sky and might affect the nocturnal habitat of wildlife. The details and potential impacts of this lighting are not adequately discussed or analyzed in the environmental document.</p> <p><i>Recommendation:</i> [#312-19 Security mitigation] Any permanent lighting should be of the minimum intensity required, should be hooded and downward directed to prevent impacts to the night sky and nocturnal wildlife.</p> <p>Alternatives [#312-20 PD alternatives] DPR supports the project objectives of increasing dam safety and reducing flood damage. DPR request that the lead agencies select project alternatives which achieve project objectives while minimizing the impacts to recreation use and facilities, natural and cultural resources at Folsom Lake SRA. DPR believes the alternatives which include raising the dams and dikes, particularly the 7-foot and 17-foot raises, will greatly increase the impacts to the recreation use and resources within the SRA.</p> <p><u>Chapter 3 - Affected Environment, Impacts Analyses, and Mitigation Measures</u></p> <p>[#312-21 Veg and Wildlife mitigation for inundation] 3.5 Terrestrial Vegetation and Wildlife The document identifies impacts to vegetation and wildlife from both construction related activities and from inundation caused by emergency flood retention. With regards to the latter, it appears the approach (BIO-8, page 3.5-52) is to wait until an inundation occurs, then to survey the damage and determine the appropriate mitigation at that time. DPR has concerns with this approach. Temporary inundation may not kill oak trees outright immediately, but could cause root damage which causes oak trees to deteriorate over time and may make trees more susceptible to wind fall or insect damage. A single survey, or even a survey over several years, may not adequately capture the damage caused by a temporary inundation.</p> <p><u>3.5.4 Mitigation Measures</u> DPR has suggested to the lead agencies and to the USFWS that our preference for mitigation of oak woodlands and other habitat requiring mitigation, whether from construction related impacts or inundation, is to purchase of lands contiguous to Folsom Lake SRA which contain suitable quantity and quality of habitat value to meet the mitigation requirements. DPR understands that regulatory agency preference may be to create additional habitat through planting versus the purchase of mature habitat, such as the properties with mature blue oak woodlands that DPR has previously informally identified. DPR does not understand the logic of the lead or regulatory agencies in this matter. It would seem that mature oak woodlands would have a much higher habitat value than newly planted oak trees or other vegetation. The document acknowledges that development within the vicinity of Folsom Reservoir has created barriers to animal movement and migration. Purchasing lands contiguous to the SRA with high quality habitat which have the potential for development would not only add habitat value to the SRA it would also serve to help retain the habitat value of existing public lands within the SRA by preventing further barriers to animal movement and migration</p> <p><i>Recommendation:</i> [#312-22 Veg and Wildlife mitigation oak woodlands] Purchase lands contiguous to Folsom Lake SRA which contain suitable quantity and quality of habitat value to meet the mitigation requirements. DPR has specifically identified for the lead and regulatory agencies potential properties which might meet some of these mitigations needs.</p>
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	<p>The document identifies mitigation measures for replacement of a variety of habitat types that will be impacted by the project, including riparian vegetation, oak woodlands and wetlands (BIO 10 and VEG-1-4). The document does not specify where this mitigation will occur and DPR is concerned about the specific location. DPR has two concerns, first that the mitigation does not impact or replace an existing viable habitat, with a mitigation habitat. DPR does not believe that this necessarily results in a net benefit to the natural environment, but merely results in the loss of one habitat for the sake of another. Secondly, DPR is generally concerned that locations for habitat mitigation do not conflict with existing or proposed future recreation facilities and uses within the SRA. Future recreation facilities and uses are described in the Draft General Plan/Resource Management Plan for Folsom Lake SRA.</p> <p><u>Recommendation:</u> [#312-23 Wildlife habitat mitigation] DPR requests that the federal agencies avoid implementing habitat mitigation sites in areas which have existing viable native habitat (even though it may be compromised by exotics or other impacts) such as blue oak woodlands and savanna, areas with remnants of native grasslands and riparian areas. DPR also requests that the federal agencies specifically avoid mitigation sites in areas where existing recreation use and facilities exist or locations where future recreation use and facilities might be located (as identified in the updated General Plan/Resource Management Plan). DPR would like to be consulted on any proposed mitigation sites within Folsom Lake SRA.</p> <p><u>INV-1b – 1e (page 3.5-53)</u> These mitigation measures refer to conservation areas where transplanting or planting of elderberry shrubs and associated plant species will occur. The document does not specify where these conservations are located.</p> <p><u>Recommendation:</u> [#312-24 Veg and Wildlife elderberry mitigation] DPR requests that the federal agencies specifically avoid creating elderberry mitigation sites in areas within Folsom Lake SRA which might conflict with existing recreation use and facilities exist or locations where future recreation use or facilities might be located (as identified in the updated Draft General Plan/Resource Management Plan). Focus any habitat mitigation on heavily disturbed areas which do not provide any valuable existing native habitat. DPR would like to be consulted on any proposed mitigation sites within Folsom Lake SRA.</p> <p>3.7 Visual Resources</p> <p>[#312-25 Visual parapet walls graffiti] Construction of parapet walls – Alternatives 2, 3 (pages 3.7-21&22) DPR has previously expressed that the concrete parapet wall will be a visual impediment to views of the Lake, may impede recreation access to trails on the tops of the dikes and dams and will likely be a target for graffiti. The DEIS/DEIR does not analyze the potential a parapet wall creates for graffiti or the visual impact of this eventuality. The DEIS/DEIR claims the visual impact of the parapet wall is a significant but unavoidable impact. DPR believes this is incorrect. This impact can be avoided by selecting the conventional earthfill raise as the option to increase the height of the dams and dikes.</p> <p><u>Implementation of Security Measures</u> The document contends that the implementation of the security measures, including 30-foot camera towers, permanent lighting and power poles and lines at Dikes 4, 5, 6, 7, Folsom Point and MIAD would result in less than significant impacts to visual resources. There is no substantive evidence or analysis provided in the environmental analysis regarding the permanent visual impact of the towers, lights and lines. The document does not even identify specifically where towers would be located or if the lines would be</p>
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underground, at the toe of the dams and dikes or on top of the dams and dikes. The specific location of these facilities has everything to do with the level of impact they will have on the visual resources of Folsom Lake SRA.

Recommendation:

[#312-26 Security impacts analysis] DPR believes the environmental analysis for this aspect of the project is entirely inadequate and that once the specific location of these facilities is determined, supplemental environmental analysis should be conducted.

Unlike Chapter 3.5, the Visual Resources Chapter (3.7) does not analyze the potential impacts of inundation caused by emergency flood retention, only construction related impacts. DPR does not understand why this aspect of the project is analyzed for some resource areas and not others. DPR believes that the potential impact on visual quality of an emergency inundation could be substantial. Inundation could result in a band of dead or dying vegetation for many years following inundation.

Recommendation:

[#312-27 Inundation Impacts Analysis] DPR believes the potential impact of an emergency inundation on visual resources should be analyzed and that the environmental analysis is insufficient without it.

3.9 Transportation and Circulation

DPR believes that displaced recreation use from Folsom Point could increase traffic and circulation impacts at Beal's Point and Granite Bay which already experience in congestion and back ups on adjacent roadways during peak use periods. Additionally, construction related traffic will exacerbate congestion at these locations.

Recommendation:

[#312-28 Recreation Traffic mitigation] DPR believes that widening the entrance roads into Beal's Point and Granite Bay and adding lanes for both entering and exiting these entrance stations will help mitigate these impacts. Adding an improved turn around to keep traffic circulating when these recreation areas reach capacity and gates are closed, should also be part of the entrance improvements. DPR would like to work with the lead agencies to determine how to re-configure and improve the entrances to both Beal's Point and Granite Bay to help mitigate these impacts.

3.10 Noise

Sensitive Receptors – Figure 3.10-2

Six locations are identified as sensitive receptors for construction related noise impacts. All of these six sensitive receptors are located outside of the Folsom Lake SRA boundary. DPR understands the concern with noise impacts on adjacent residential areas.

[#312-29 Noise campgrounds] However, DPR does not understand why the campground at Beal's Point, both the family (tent) campground and the RV campground, were not considered as sensitive receptors for noise impacts. Several large construction staging areas and material processing operations are proposed to be located immediately adjacent to these campgrounds. Blasting, trucks, rock crushing, excavation and other construction activities will occur in close proximity to these campgrounds. Campgrounds can be legally occupied for overnight use by recreation visitors for up to 30 days per calendar year.

	<p>These same construction activities and noise impacts will also occur immediately adjacent to many day use recreation facilities and activities. It does not appear that the environmental analysis considers the impacts of construction related noise on any of these recreation uses or facilities. DPR believes construction related noise will significantly impact recreation use at the Beal's Point Campground and result in a substantial loss of use at the Campground.</p> <p>3.13 Recreation</p> <p>[#312-30 Recreation Use Mitigation] DPR believes the document identifies many of the construction-related impacts to recreation use and facilities but does not adequately mitigate the loss of recreation use.</p> <p>3.13.1.2 Regulatory Setting</p> <p>[#312-31 Recreation existing conditions] DPR does not believe the document (page 3.13-1) accurately describes the land ownership or management situation at Folsom Lake SRA. While Reclamation does own the lands immediately adjacent to Folsom Reservoir and Lake Natoma, the State of California owns 2243 acres of land contiguous to the federal land and this State-owned land is also part of Folsom Lake SRA. This includes lands around portions of both reservoirs and is not limited to lands associated with the Jedediah Smith Memorial Bike Trail. The State owns substantial acreage in the Granite Bay area, the Peninsula, between Mormon Island Cove and Brown's Ravine, the Rattlesnake Bar area, near Old Salmon Falls and at various locations around Lake Natoma.</p> <p>The purpose of the long-term lease agreement is much broader than solely managing recreation, the lease agreement states that the purpose of the agreement is for developing, administering and maintaining the area as a State park. This involves more than managing recreation and DPR management activities include natural and cultural resource management and protection, public health and safety, law enforcement and a variety of other activities. The existing 50-year lease expired in the spring of 2006. DPR and Reclamation have extended this lease by mutual agreement on a month to month basis. Both agencies are working on developing a new long-term agreement.</p> <p>3.13.4 Mitigation Measures</p> <p>[#312- 32 Recreation mitigation] DPR does not believe the proposed mitigation measures adequately mitigate the loss of recreation use and access which is documented for the various alternatives in this chapter. DPR believes the lead agencies have a responsibility to mitigate the loss of recreation use. DPR has previously recommended and the lead agencies have chosen to ignore a variety of additional measures which the lead agencies could take to help mitigate the loss of recreation use. DPR would like to work with the lead agencies to identify and develop specific mitigation measures to help mitigate the loss of recreation use.</p> <p><u>RC-1</u></p> <p>It appears that the existing parking lot near the left abutment of MIAD will need to be replaced following project construction. Improvements could be made to this lot to help mitigate impacts to and the loss of recreation use including: paving the parking area and access road to the parking area, installing a pre-cast concrete CXT-type restroom, installing trailhead information kiosk/signboard.</p> <p><u>RC-3</u></p> <p>DPR understands that based on public input to date, the lead agencies are considering options to minimize or avoid closure of Folsom Point to the extent feasible. DPR is supportive of these efforts and would like to work with the lead agencies on these options.</p> <p>DPR has already described above how construction staging areas and material processing areas could be contoured and rehabilitated</p>
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	<p>to provide additional or improved recreation facilities and opportunities at Folsom Point and Beal's Point. DPR believes it is appropriate for the lead agencies to provide these finished recreation facilities as part of the mitigation for the loss of recreation use and access caused by the project. In the past the lead agencies have claimed there are legal constraints which prevent them from providing improved recreation facilities as part of the mitigation for the project. These legal limitations have never been specifically identified or articulated. DPR believes there are a variety of ways which these recreation facility improvements could be achieved by the lead agencies. These potential mitigation measures, most of which could be completed at the end of project construction activities, are highlighted below:</p> <ul style="list-style-type: none"> • At Folsom Point extend the boat ramp, pave and finish the upgraded boat ramp. Repair and re-surface the existing parking lot for the boat ramp. • Rehabilitate the existing picnic area at Folsom Point. • Convert the proposed haul route between Dike 7 and Folsom Point into a paved bike path when construction was completed. • Convert the proposed construction staging and material processing area on the east side of Folsom Point into an additional boat ramp, parking, group picnic and beach area. Provide paving, parking, sand and other facilities needed to complete this work. • Convert the construction staging and material processing area to be developed on the south side of Beal's Point into additional parking, picnic sites and day use facilities. • To mitigate the loss of the boat launching facility at Folsom Point and to accommodate potential increased use of the Granite Bay boat launch, reconfigure the boat ramp complex at Granite Bay to better serve all lake levels, pave and upgrade the boat ramp facilities as needed. • Rehabilitate the picnic area and facilities at Granite Bay. • Many trails will be impacted by the project and the project will result in a loss of use on these trails. In addition to repairing trails impacted by the project, the loss of recreation use on trails should be mitigated by providing improvements to the trail system following construction. <p><u>RC-4</u> DPR has already described above how construction excavation areas could be contoured and rehabilitated to provide additional or improved recreation facilities and opportunities. DPR believes it is appropriate for the lead agencies to provide these finished recreation facilities as part of the mitigation for the loss of recreation use and access caused by the project. These potential mitigation measures, most of which could be completed at the end of project construction activities, are highlighted below:</p> <ul style="list-style-type: none"> • Excavation which widened and extended the existing boat ramp at Folsom Point could provide benefits for recreation. • Re-contour the beach area on the north side of Beal's Point beach to improve recreation access at a variety of lake levels. Provide sand and other facilities as needed to complete this work.
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- Excavation at Granite Bay could help lower and extend boat ramps to improve boating access at this site in the long term.
- Re-contour the beach profile at Granite Bay main beach to improve recreation access at a variety of lake levels. Provide sand and other facilities as needed to complete this work.
- Excavation which lowered the marina basin at Browns Ravine would benefit recreation. Additionally, construction of a new breakwater on the west side of the entrance to marina area to help protect the marina basin from the prevailing winds.

RC-6

This mitigation measure does not commit to making improvements to the entrance of Beal's Point and Granite Bay to mitigate the impacts of the project. DPR believes the closure of Folsom Point could result in displaced users seeking recreation access at Beal's Point (picnic facilities) and Granite Bay (boat launch and picnic facilities). The environmental document accurately states that these areas reach capacity during peak season periods. During these times traffic backs up onto Douglas Boulevard and Auburn Folsom Road. Additional recreation users displaced from Folsom Point would exacerbate this traffic impact, as will the additional construction traffic. DPR is also concerned about the additional air quality impacts of trucks and other construction equipment entering and exiting these entrance stations and the potential health impacts on employees working at the entrance booths.

Recommendation:

[#312-33 Recreation Mitigation] DPR believes that widening the entrance roads into Beal's Point and Granite Bay and adding lanes for both entering and exiting the entrance station will help mitigate these impacts. Adding an improved turn-around, in order to keep traffic circulating when these recreation areas reach capacity and gates close, should also be part of the entrance improvements. DPR would like to work with the lead agencies to determine how to re-configure and improve the entrances to both Beal's Point and Granite Bay to help mitigate these impacts.

Unlike Chapter 3.5, the Recreation Chapter (3.13) does not analyze the potential impacts of inundation caused by emergency flood retention, only construction related impacts. DPR does not understand why this aspect of the project is analyzed for some resources and uses and not others. DPR believes that the potential impact on recreation use and facilities due to an emergency inundation could be substantial.

Any raise of Folsom Dam for flood control purposes and subsequent reservoir operations utilizing the additional surcharge space, have the potential to impact recreation facilities at Folsom Lake SRA. The recreation facilities around Folsom Lake have been developed by DPR with the full knowledge and consent of Reclamation over the course of fifty years. Presumably recreation planners assumed that 466' was the effective high pool for the reservoir and developed facilities accordingly. As a result many of the recreation facilities around Folsom Lake are located between elevations 466' and 474' elevation.

To the extent that the operation of the reservoir at higher Lake levels (above 466') results in impacts to recreational facilities, DPR believes the lead agencies should mitigate the impacts to these facilities. This may include the need to move selected facilities, to "flood proof" other facilities and to develop a plan and funding source for the clean-up and repair of facilities following an inundation. DPR would like to see the federal agencies take responsibility for developing (in consultation with DPR) a proactive planning effort to identify which facilities may need to be moved or retro-fitted to withstand inundation and then to provide funding to complete the

		<p>recommendations of this plan. DPR does not want to wait until an emergency inundation occurs and then address the impacts. The emergency use of the additional surcharge space from a dam raise is an event that can be planned for and in large part mitigated before the emergency occurs.</p> <p>One example would be the Granite Bay Activity Center. This facility would get inundated if Folsom Dam is raised seven feet and a flood occurred in which it was necessary to utilize the surcharge storage. Inundation would likely render this facility unusable and the facility would need to be re-constructed. DPR does not have funding to replace this facility and even if funding were provided by the flood control agencies, it would take several years to re-build the facility. This is a very popular facility that is used at least several night and days a week year round. These users would be displaced during the protracted time period it would take to re-build the structure.</p> <p>The federal agencies also need to consider that the loss of recreation facilities due to the utilization of the increased surcharge space would also result in the loss of recreation use and user fee revenues which would need to be mitigated.</p> <p><i>Recommendation:</i> [#312-34 Recreation inundation and operation impacts] DPR believes the potential impact of an emergency inundation on recreation use and facilities should be analyzed and that the environmental analysis is insufficient without it.</p> <p><u>Chapter 4 - Socioeconomics</u> This Chapter documents the impacts to State revenues due to the loss of user fees resulting from project impacts. However, the document does not indicate how these impacts will be addressed, if at all.</p> <p><i>Recommendation:</i> [#312-35 Socioeconomics State Parks revenue] DPR believes that any loss of recreation use resulting from the project which results in a loss of user fee revenues to the State within Folsom Lake SRA should be compensated.</p> <p>The document also discussing the loss of revenues to concessionaires operating at Beal's Point and Granite Bay which may occur due to project impacts. DPR has previously provided the lead agencies with specific information for each concessionaire, the revenues they generate and the fees these concessionaires pay to the State.</p> <p><i>Recommendation:</i> [#312-36 Socioeconomics concessionaires] DPR believes that any loss of recreation use resulting from the project which results in a loss of revenues to the concessionaires operating within Folsom Lake SRA should be compensated, including the portion of these revenues which would be paid as fees to the State.</p>
<p>313</p>	<p>Robert H. Miller III</p>	<p>Dear Mr. Oliver and Mrs. Victorine On behalf of the Folsom Economic Development Corporation, please find below comments to the Folsom Dam Safety and Flood Damage Reduction EIS/EIR.</p> <ol style="list-style-type: none"> 1. [#313-1 Public Involvement notification] <u>Public Notice.</u> Given the massive size of this project, the length of the construction period and negative impacts on the City of Folsom and surrounding area, the public notice for this lengthy environmental document was inadequate. Until the Folsom Telegraph, the Sacramento Bee and KCRA Channel 3 ran stories January 10, 2007, the public was not aware of the closure of Folsom Point which would result in the loss of over 800,000 visitor trips and substantial economic loss to the local economy. Since the media coverage was the same day of the Folsom public meeting

		<p>held January 10 and a day after the only other public meeting held in Sacramento on January 9, it was too late for most citizens to attend and impossible to review the environmental document in advance of that meeting. In addition, property owners who are located immediately adjacent to the work areas were not notified by mail of the EIS/EIR.]</p> <ol style="list-style-type: none"> 2. [#313-2 Public Involvement hearing format] <u>Public Meeting</u>. Especially in light of the lack of insufficient notice, the ‘open house’ public meeting format did not provide the attendees an adequate presentation of the project, the project’s impacts and/or the proposed mitigation measures. It did not allow attendees to benefit from each other’s public testimony or public questions and answers from the project proponent. Public input was either transcribed by someone who was unable to answer any questions or attendees were given comment cards to fill out. Based on the insufficient notice, lack of public presentation and lack of public testimony, it appeared that the project proponent was not interested in notifying the public of the project specifics or the impacts but rather the proponent was only “going through the motions”. The lack of sufficient notice and the public meeting format did not provide full disclosure given the scope of the project and did not meet the intent of the environmental review process. 3. [#313-3 Socioeconomics] <u>Economic Analysis</u>. The economic impact of the loss of over 800,000 visitor trips to the City of Folsom, Folsom area businesses, property owners and residents is not adequately addressed in the economic model presented in the EIS/EIR. <ol style="list-style-type: none"> a. The economic model does not take into account the impact on the sale of large ticket items including motor boats, jet skis, sailboats, tow vehicles, sports equipment, homes, residential and commercial property etc. The model only considers the loss of “picnic basket” type items. Given the extended life of the project and the lack of access to Folsom Lake or other alternative outdoor recreation facilities, the sale of these large ticket items will decline. The analysis should be revised to adequately inform the public of the true economic loss including these large ticket items. b. The economic impact from the loss of visitors from outside the tri-county region is underestimated. The economic analysis assumes that only those users who stay at the campground facilities at Folsom Lake are from outside the tri-county region. The analysis fails to consider those users who are staying with friends or family or choose to stay at area hotels, motels, or RV parks. Based on the assumptions of the analysis, a large and more accurate number of visitors from outside the region will increase the economic loss to both the local economy and the region. The analysis should be revised to reflect a more accurate percentage of visitors from outside the region. c. The economic analysis does not adequately disclose the economic loss to the local (Folsom Lake) economy. Instead, the analysis mixes the regional benefit from monies spent on the project with the economic loss experienced by the local (Folsom Lake) economy. The analysis should separately disclose the loss to the local economy and any potential gain to the regional (tri-county) economy. The regional trucking company that may benefit from increase hauling fees does not compensate for the loss of the local business who sells recreational equipment to the lake users. d. Close proximity and access to Folsom Lake are quality of life amenities that attract businesses and employees to our region. Without access to this amenity for an extended period of time, it will be less attractive to locate here. The economic analysis should be revised to include this negative impact to businesses and employee recruitment. e. [#313-4 Property Values] Property values in close proximity to Folsom Lake are higher because of better access to this recreational amenity. No consideration was given to the loss in value that will occur when access is substantially limited as indicated in the project alternatives. The economic analysis should estimate the potential loss in property values during the construction period when access is limited. f. The total loss of Folsom Lake user fees to the State of California over the length of the construction period is not clearly indicated. Please provide a total number. 4. [#313-5 PD Alternative Staging] <u>Recreational Impacts</u>. The EIS/EIR is inadequate because it did not analyze any alternatives
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	<p>to closing Folsom Point but simply concluded that the recreational impacts are unavoidable and displaced visitors may consider indoor recreation alternatives.</p> <p>a. The haul route between the proposed spillway and MIAD could easily be located to avoid the boat ramp, parking lot and picnic areas of Folsom Point (see attached Exhibit A). The route could run on top of or in front of Dike 8 and continue east between the launch ramp parking lot and the Folsom Point access road. The haul route could then cross under the Folsom Point access road between the gate house and the location where the Folsom Point access road splits (left to boat launch area and to the right of the picnic area). The haul route could then continue east (south of Folsom Point) to MIAD. This suggested route appears to cover a shorter distance than following the waters edge around Folsom Point. Given the number of truck trips (37,500 to 75,000 depending on truck capacity) necessary to move 1.5 million cubic yards of dirt from the spillway to MIAD, this proposed shorter haul route is likely to also be more cost effective. Please analyze the cost of this alternative haul route in comparison to the user fee revenue loss to the State of California and the local economic loss resulting from a Folsom Point closure.</p> <p>b. The processing facility that is proposed to be located at Folsom Point in each of the project alternatives could be moved south and east of Folsom Point between the Folsom Point access road and MIAD (see attached Exhibit A). Based on the aerial maps shown in Section 2, Part 2 of the EIS/EIR, it appears that this property is currently designated to be used for this project. It also appears that the impacts to the environment (oak woodlands and wetlands) appear to be less at this suggested location. The impacts to existing homes located on Elvies Lane uphill from the Folsom Point processing facility would also be reduced if the facility was relocated to this suggested location. The existing topography and size of this suggested alternative location could accommodate large buffers and berms to mitigate the construction impacts. Please analyze and compare the local economic and environmental impacts of the location designated in the EIS/EIR to the location suggested here. In addition, please analyze the specific impacts (noise, dust, lighting etc) to the properties located on Elvies Lane or Mountain View Drive that are located uphill from the proposed processing facility at Folsom Point. What specific mitigation measures could be implemented at this suggested location to reduce the impacts to the surrounding community (ie. Berms, buffers, hours of operation, etc).</p> <p>Based on this one suggested alternative haul route and processing facility re-location, it appears that there may be many more alternatives available to meet the needs of the project and keep access to Folsom Point open and other FLSRA facilities less impacted. Until the environmental document analyzes this and other alternatives, the EIS/EIR is flawed in its conclusion that the recreational impacts and the resulting economic loss are unavoidable. Please analyze all alternatives that may reduce recreational impacts at the affected FLSRA facilities.]</p> <p>5.[#313-6 Recreation mitigation] <u>Alternative Recreational Facilities.</u> The EIS/EIR is inadequate because no alternative sites were studied where temporary facilities could be added to accommodate visitors that would be displaced because of the construction activity. Again, the EIS/EIR simply states that the impact to recreation is unavoidable.</p> <p>a. Temporary facilities could be added at existing FLSRA facilities to relieve congestion that will be caused from this extended construction activity. For example, additional launch, day use or campground facilities could be added at Browns Ravine, Granite Bay, Beal's Point, the former Monte Vista campground, Old Salmon Falls or other existing facilities (see attached Exhibit B). Please analyze the cost of the temporary expansion of all potential recreational facilities at FLSRA to accommodate the displaced visitors that would result from the impacted facilities. Please compare the cost of these temporary facilities to the user fee revenue loss to the State of California and the local economic loss resulting from visitors not having access to the impacted facilities.</p> <p>1. <u>Brown's Ravine.</u> This existing facility could be temporarily expanded across the inlet from the marina on property owned by the Bureau (see Exhibit C). Sufficient land area is available to accommodate launch facilities, campgrounds and/or day use areas. In</p>
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		<p>addition, the facilities at Hobie Cove could be temporarily expanded to accommodate displaced visitors from other impacted facilities.</p> <p>2. <u>Monte Vista Campground</u>. The former private Monte Vista campground encompassing several hundred acres (located three miles north of Green Valley Road on Salmon Falls Road) could be put back into use to accommodate displaced visitors (see Exhibit D). There are existing roads (which would need improvement), water, telephone, electricity, and even BBQ pits available at this site. A boat launch and small parking lot could be located on the eastern tip of this site.</p> <p>3. <u>Old Salmon Falls Road</u>. For years, this facility (see Exhibit D) has provided an alternative launch location for small fishing boats and jet skis. Once the water level reached 435', the lower gate was opened and small craft launched here during the peak season (May through September). Once water receded below 435', the lower gate was closed to prevent vehicles from impacting the shoreline. With minor improvements to the road and parking lot and the return of portable restrooms, this facility could accommodate displaced visitors with small water craft during the peak season. The launch access was closed a few years ago, because FLSRA staffing hours were not available to adequately monitor this location. Given the potential restriction to alternative launch facilities, additional staffing hours may be required if this launch facility was reopened. This appears to be a very low cost alternative to provide some additional access.</p> <p>4. <u>Beals Point</u>. This existing facility could be temporarily expanded. Sufficient land area is available to accommodate new launch facilities, campgrounds and/or day use areas.</p> <p>5. Granite Bay. This existing facility could be temporarily expanded. Sufficient land area is available to accommodate new launch facilities, campgrounds, and/or day use areas.</p> <p>With over 18,000 acres and 18 existing facilities identified in the EIS, there appear to be many alternative locations that could be expanded to accommodate displaced recreation users in the FLSRA. The EIS/EIR did not study even one alternative. The recreational impacts can be mitigated and they are avoidable.</p> <p>Folsom Economic Development Corporation understands that flood control improvements are extremely important and we do not want to see them delayed. However, the draft EIS/EIR, which came into public awareness on January 10 has numerous fundamental flaws and is likely to face legal challenges. The EIS/EIR fails to consider reasonable alternatives that would dramatically reduce the local negative economic effects. The EIS/EIR also significantly underestimates the magnitude of these local losses.] We request that the Bureau of Reclamation work with all flood control stakeholders to keep the project on course while a solution is identified that minimizes the hardship placed on the local community. We look forward to a revised document that includes this analysis and includes mitigation measures that will be implemented to achieve this goal.</p> <p>Sincerely, Robert H Miller III</p>
<p>314</p>	<p>Greg Cook</p>	<p>Hi,</p> <p>I am writing to state my concern about the seemingly misguided idea of closing Folsom Point so that it can be used as a staging area for construction equipment in the planned upgrade of Folsom Dam. [#314-1 Recreation lake access closure] While I understand the need to have effective flood control for the area, it seems that there has to be a better alternative than using a highly popular recreation site for staging equipment.] From the standpoint of a local resident, it appears that the Bureau of Reclamation provides little significance on the local impact of its actions. First, Folsom Dam road was closed due to a perceived terrorist threat—an obvious sledge hammer approach to a potential problem that caused serious harm to businesses and quality of life in the Folsom area. [#314-2 Recreation remaining lake access locations] Now, it appears that the USBR is taking a similar approach to finding a convenient staging area for its equipment. This does not appear to be a well thought out plan and highlights the Bureau's lack of sensitivity to local quality of life issues. Closing Folsom point would require local residents to access Folsom lake from either Browns Ravine Marina, which is already over crowded, or cross through downtown Folsom which is a nightmare due to the Folsom Dam road closure and</p>



		<p>would further congestion problems in the area with boater and beachgoer traffic on its way to Beals or Granite Bay lake access areas.]There have got to be better options. The obvious one would be to use some of the vast Folsom Prison land next to the dam that is unused by anything other than a few cows. I would hope that the environmental impact of these issues is thoroughly and fairly assessed before closing Folsom Point.</p>
<p>315</p>	<p>Jeremy G. Bernau</p>	<p>Dear Mr. Oliver and Mrs. Victorine,</p> <p>Bernau Development Corporation is the owner of a subdivision named "Morning Walk" currently under construction located at Elvies Lane and E. Natoma Street immediately adjacent to the Folsom Lake State Recreation Area south of Dike 8 (see Exhibit A). Unfortunately, I was not notified directly by the Bureau of Reclamation of the EIS/EIR that is currently circulating even though the impacts from the proposed project to my property are substantial. [#315-1 Public Involvement notification] I do not feel that the notice was sufficient] or the potential impacts clearly defined so that I am able to evaluate what measures are adequate to mitigate the impacts of this massive project.</p> <p>Below I have listed a few comments and questions. However, I would like to meet with Bureau staff to find out exactly what will be the impacts to my current project and how the Bureau intends to mitigate these impacts.</p> <ol style="list-style-type: none"> 1. [#315-2 Traffic] Please indicate the volume of truck traffic that is projected on E. Natoma Street and on the property immediately north of my subdivision. 2. [#315-3 Noise] Please provide projected noise levels that will reach my property boundary from the processing facility, truck traffic or other construction work. 3. [#315-4 Air Quality fugitive dust] How much fugitive dust is expected to be generated? How will that dust be controlled? 4. [#315-5 Geo and Soils asbestos] Has soils sampling been done to determine if naturally occurring asbestos is present in the excavated material? What mitigation measures will be implemented to control this potential hazard? 5. [#315-6 Impacts and Mitigation to specific property] Based on the information presented in the EIS/EIR, I cannot determine the impacts to my property because there is not enough detail regarding the specific construction work or the processing facility proposed. Please provide this detail and specific mitigation measures, so I can evaluate the impacts. 6. [#315-7 PD alternate location for processing] Can the processing facility be moved to the Bureau's property to the southeast of Folsom Point? There appears to be plenty of room for the facility, storage staging and even reasonable buffers. 7. [#315-8 Recreation lake access closure and PD alternate location for haul route] I am unsure why Folsom Point needs to be closed during construction. It appears that a haul route could be located on the lakeside of dike 8 and continue between the boat ramp parking lot and the Folsom Point access road. The road could cross or go under the Folsom Point access road to reach the processing facility (recommended location in #5 above) and MIAD. 8. [#315-9 Visual] Several of the lots at Morning Walk have a view over dike 8 of Folsom Lake. The homes on these lots will command a premium because of this view. How will this project impact the view shed of these lots? 9. [#315-10 Recreation lake access closure] Lake access is an important factor in the buying decision of my potential homeowners. Not having access to Folsom Point will negatively impact the marketability and value of these homes. What measures can be implemented so that Folsom Point can remain open? 10. [#315-11 Recreation Mitigation] There appears to be no consideration given in the EIS/EIR to finding alternative locations for visitors that may be turned away from FLSRA facilities that are impacted by this project. Please evaluate increasing capacity at other existing facilities so visitors can still have access to the FLSRA. 11. [#315-12 Socioeconomics] The economic model seriously under estimates the impact to the local community. The model does not include the reduction in sales of big ticket items that will result because over 815,000 visitors will not be

		<p>able access the lake. There is no reason to buy a home by the lake if you can't access the lake. There is no reason to buy a boat if you won't be able to use it. The model should accurately reflect the true economic loss to the community.]</p> <p>While I understand the importance of this flood control project, I am very surprised at the lack of notice and the failure of the project sponsor to mitigate any of the recreational impacts that left unmitigated will result in a substantial economic loss to Bernau Development Corporation and the surrounding community.</p> <p>Since the EIS/EIR incorrectly states that the recreational impacts are unavoidable after failing to consider <u>any</u> alternatives that could maintain recreational access to Folsom Point and other FLSRA facilities, it is likely that this project will be delayed as a result of a legal challenge. I would ask the project sponsor to study all reasonable alternatives to the closure of Folsom Point and/or provide temporary launch, day use and campground facilities at other FLSRA locations for visitors that are impacted because of this project.</p> <p>I also look forward to a detailed description of how the project will impact my property and the specific mitigation measures proposed to ensure that those impacts will be reduced to a level of insignificance.</p>
316	Catherine Vestito	<p>[#316-1 Recreation lake access closure] Please reconsider on closing Folsom Point boat launch. With a population of 60,000 and growing, it would be far too dangerous trying to use Brown's Ravine for boat launching this summer as well as congesting traffic on Green Valley more than it already is.</p> <p>Please find another alternative.</p>
317	Jeff Kirsten	<p>Hello Mr. Oliver and Ms. Victorine,</p> <p>[#317-1 PD alternate staging areas] Please explore alternatives with Sacramento area communities and governments to closing park and lake access points during dam retrofit. I believe people would understand if there were simply no other way to get the job done, but it is not clear how hard alternatives have been pushed. Folsom lake boat launch and park access fills to closure on many summer weekends as it stands. Restricting access further will create tension instead of a relaxing and positive atmosphere among the many people in the area who try to visit the lake.</p>
318	Jeff Mittner	<p>Dear Shawn Oliver/Becky Victorine:</p> <p>[#318-1 PD alternate staging areas] I urge you to review and consider City of Folsom's alternatives to this closure.] My wife and I purchased a home here in Folsom 4 years ago, and a major determining factor in our decision to move here was the accessibility to Folsom Lake and all its wonders. Folsom Point is a 10 minute jog from our house. I know six people personally, friends and family alike, who use Folsom Point's boat launch religiously. Four members of this group continue to use the launch even in late autumn and winter, not just the summer months.</p> <p>I would agree there are other access sites relatively nearby. [#318-2 Socioeconomics businesses] However, I would like you to consider the economic impact as well. My wife works for a small business located at the corner of Natoma St. and Blue Ravine Rd. They rely significantly on revenues generated from visitors to Folsom Point. You need to be aware that a number of locally owned businesses located in proximity to Folsom Point are in exactly the same boat.</p> <p>A seven-year closure would tear a chunk out of the heart of this community. Again, I implore you to reconsider such a potentially grave decision.</p>
319	Brian Joder	<p>Hello Bureau of Reclamation,</p> <p>[#319-1 Public Involvement notification] I am flabbergasted that the first I heard of this impending closure of our largest natural local resource was on the last day of comments accepted about this proposal. It seems to me that the public should have a little more input for this project and a bit more advanced notice about these activities.</p> <p>Closing the Folsom point area would be a huge blow to the area. The recreation from Folsom Lake is why I moved here! On average I am at the Folsom Point area three times a week. This would seriously curtail my and many other peoples outdoor activities.</p>

		Please consider public input and a way to keep Folsom Point open during this period. To whom it may concern,
320	David and Karen Delparte	[#320-1 Recreation lake access closure] I we are totally against Folsom Point being closed for any length of time. We bought a boat last year and use the Folsom Point Launch almost exclusively. [#320-2 Recreation remaining lake access] There are no real alternatives! Brown's is often crowded and could not handle the increased use that closing Folsom Point would cause. Granite Bay is quite a-bit further and is often full.] We want to be able to use our boat in a convenient manner. This is part of the reason we moved to Folsom. Please consider other options. I should be possible to keep Folsom Point open for most of the construction of the new bridge with just a little thought and consideration.
321	Kelly Beninga	Dear Shawn and Becky - [#321-1 Purpose and Need] I read with dismay about your plans to close facilities at Folsom Lake for dam construction. I am wondering if this construction is really necessary, or is this another government boondogle. Is the safety need here really based on sound engineering practices? The Lake is only half full now and hasn't been full in years. Because of increased water usage and reduced snow pack due to global warming, this trend is likely to continue. Have you considered these factors in your analysis, or are your calculations based on antiquated data? To disrupt an entire community and spend millions of dollars over an extremely unlikely failure scenario is ridiculous. The way this project has been handled is another example of why Americans mistrust our government.
322	Peg Coverdale	Why does Fulsome always have to take the hit????? We going along just fine until the Dam Road was closed and backed up traffic (80% of it from El Dorado and Placer Counties) onto our streets and into our small town creating havoc. Now they are going to start a Two or three year project to build a new bridge for these same out of town cars, and with this construction we will have air pollution, noise pollution and large construction trucks running up and down our already crowded streets. [#322-1 Recreation lake access closure and PD alternate staging areas] And now you want to close Floss's only access to the lake - Fulsome Point...where Fulsome residents spend most of their summers, swimming, boating, picnicking and having reunions. You are going to tear up this lovely spot and demolish it for a staging area for dam repair. Can't an undeveloped site be found????? With this (for seven years!!!!!!) comes air pollution, noise pollution and large truck traffic to our already crowded streets. Most cities and towns would give anything to have a park like this and you are going to destroy this one. I don't know whose decision this was, but it was a really stupid one. I think its time El Dorado and Placer Counties come up with a spot on their portion of the lake that could to used for this staging area, since its their people who benefit the most.Fulsome residents(especially on the North side) have done enough, now its someone else's turn.... Enough is enough..... If this e-mail is a little disjointed, its because I'm a 78 year old grandma and computers are a Mystery to me. I hope you get this....
323	Maureen Snyder	Hello, [#323-1 Recreation lake access closure] I am writing to express my concern over the plan to close Dyke 8 during the construction of the new Dam. We are residents of El Dorado Hills and use Dyke 8 regularly for lake access with our jet skis. [#323-2 Recreation remaining lake access] During the summer Browns Ravine is closed/full on a regular basis with launching of water craft directed to Dyke 8 or Beal's Point. My honest feeling is that my annual pass will be of no value because me access to the lake will be so limited, unrealizable and extremely inconvenient. Please make a better choice during the construction process and do not close Dyke 8.
324	Chris Wagner	To Whom it may concern,

		[#324-1 Recreation lake access closure] I am emailing to say that I am firmly against the closing of the Folsom, Beal and Granite Bay point. This would severely hinder recreational activities and revenue from boaters.
325	Kristin and Robert Jeffrey	[#325-1 Recreation lake access closure] I am writing this letter to protest the closure of Folsom Point. This access is one of the main entries into the Lake and allows for parking of boat and trailer. It is the only immediate Lake access to Folsom residents that can accommodate the large volume of boats put in and taken out of the water. [#325-2 Recreation remaining lake access] Brown's Ravine certainly isn't equipped for this, thus leaving Beale's point and Granite Bay entrances as the only remote access. We moved to Folsom because of the easy access to the lake and had just purchased a boat this Fall so we could be on and off the lake in 5 minutes. Closure of Folsom Point is unacceptable especially for 7 years. [#325-3 Socioeconomics] Not only does it limit the use of the Lake, but the amount of lost revenue to the City of Folsom will be enormous. Please find an alternative place to house the equipment.
326	Don Hendricks	I am a resident of Folsom of 8 years. The closure of the Dam Road has diminished our quality of life enough. [#326-1 Recreation lake access closure] The thought that closing our access off to the only feasible access by bike or walking to lake is outrageous. I realize the dam needs to be raised to hold more water. The idea is a total disregard for us residents of Folsom. I live two blocks from the lake and we are not boaters, but I have children and a dog that frequent Folsom Point. There must other alternatives for your staging area. Please reconsider you position. It almost appears to be a personal issue vendetta against us.
327	Cheryl Walters	Dear Interested Parties: [#327-1 Recreation lake access closure] Please don't close Folsom Point! Like most nearby residents, we were attracted to this area by the easy access to Folsom Point, where activities like hiking, biking, fishing swimming, waterskiing and boating are close to us. We did not move to Folsom and don't have grandchildren and our grown children visit to they can go to the newest McDonald's or Starbucks. They like to walk or take their bikes up to the lake where they can enjoy the natural beauty surrounding the reservoir and participate in the many activities that go along with it. We share the area with many of nature's inhabitants as well, seeing bluebirds and owls, red tailed hawks and turkey vultures, even an occasional rattler or a coyote running through the grass. [#327-2 Socioeconomics] This loss would be a sad occasion for Folsom, and the surrounding boaters and fishermen who frequent our lake and drop some change in Folsom while they are here. Please consider the negative impact on our community before you close this natural gem.] Cheryl Walters, Folsom resident for 9 years.
328	Sharon Kindel Rosalie Barton	[#328-1 Genera] Please understand that 7 years is a lifetime to many of us. Do not close Folsom Point for a lifetime.
329	Obie Miller	[#329-1 Recreation lake access closure] 7 years is too long to leave this key recreational access point closed to the public. Our family uses is 2-3 times per month, all year long.
330	Clint Claassen	To whom it may concern, [#330-1 Recreation lake access closure] I heard today that you are considering closing the Folsom Recreation Area for seven years. I understand the reasoning for this, and as a Sacramento resident I would benified from the increased flood protection. However, I think there has to be a better way. I am a mountain biker and I use the area at least once a week with the local mountain bike club the Folsom Breakouts. This would devistate our team. We have been riding the area trails every Tuesday for 26 years! I can also imagine what the closure would do to the local economy and I would think it would be devastating. Especially in the summer and fall! Please do not proceed with this proposal.
331	Jennifer Claassen	To Whom It May Concern: [#331-1 Recreation lake access closure] Please, please, please don't close the Folsom Point Recreation Area! All year round, my husband is an avid mountain biker and goes to the area at least a couple times a week to blow off steam after work or enjoy his weekend riding with friends. He would be devastated if you closed it off, and so would !!! I'm not about to deal with him if he can't ride around... he'd drive me crazy! For the sake of my sanity... please keep it open!
332	Russ Fay	[#332-1 Recreation lake access closure] I would strongly oppose Folsom Point. There has to be another option. I live here because of the easy access I have to the trails around Folsom Lake. I am planning to retire here soon. It seems like a bypass trail around the point

		could be built so that there would be no impact to the daily users.
333	Anonymous	<p>[#333-1 General] DO NOT CLOSE DYKE 8 THAT WOULD BE A BIG MISTAKE. I HAVE BEEN GOING THERE FOR 40 YEARS, STORE YOUR EQUIPMENT SOMEPLACE ELSE.</p> <p>January 26, 2007</p> <p>Bureau of Reclamation Mr. Shawn Oliver 7794 Folsom Dam Road Folsom, CA 95630</p> <p>Re: Sacramento Metro Chamber Comments on the Folsom Dam Safety and Flood Damage Reduction Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR)</p> <p>Dear Mr. Oliver</p> <p>The Sacramento Metropolitan Chamber of Commerce represents over 2,500 member businesses and business organizations in the six-county Sacramento region. The Metro Chamber serves as the "Voice of Business" in the six-county Sacramento region and is the leading proponent of regional cooperation, encouraging local elected officials to cooperate across jurisdictional lines to address important public policy issues that impact jobs and the economy. We are writing to request that the Bureau of Reclamation provided additional consideration to avoiding and/or mitigating the economic damage of restricting recreation at the Folsom Lake State Recreation Area, specifically in regards to Folsom Point recreation area, and portions of Beal's Point and Granite Bay recreation facilities.</p> <p>Since its founding in 1895, the Sacramento Metro Chamber has been a leading force in supporting the construction of critical infrastructure to improve the economy, improve flood control and enhance the quality of life in the greater Sacramento region.</p> <p>The Metro Chamber endorses the Folsom Dam Raise Project to provide greater flood protection for Sacramento. [#334-1 PD alternate haul and staging] We respectfully ask that the Bureau amend its' plans to include inexpensive engineering solutions, such as rerouting their haul road and relocating their staging areas so that public entry to Folsom Lake will remain open during their extended construction period.</p> <p>This much needed project will increase flood protection for the Sacramento Region to the 1 in 200 year level. However, during the seven year construction period, public access to Folsom Lake will be drastically curtailed. Granite Bay and Beal's Point entries will be partially closed, Folsom Point will be closed completely and Brown's Ravine will be impacted by overuse due to the other closures. [#334-2 Socioeconomics] It is estimated by the Bureau that 816,000 visitors will be turned away with an economic loss to our communities of \$50,000,000. These statistics are troubling. We respectfully request that you provide additional consideration before moving forward with this project.</p> <p>Matthew R. Mahood,</p>
334		<p>There appears to be inexpensive engineering solutions to the Folsom Point closure that were not considered in the EIR/EIS. Specifically we believe that during the different stages of the overall project, material processing could potentially be sited at the old</p>

		<p>observation point, which is closed to the public, and in Section 29 near the Mormon Island Auxiliary Dam (MIAD) which does not have public access. We think it is of note that both of these alternatives are actually closer to the work sites. In regards to the <u>disposal site</u> we suggest Dike 7 and 8 areas could be utilized as disposal sites and leave Folsom Point free or designate it as a low priority disposal site. And, we suggest a slight alteration of the <u>haul road route</u> from that contemplated along the shoreline to slightly inland through Folsom Point passing through a culvert under the present public right-of-way.</p> <p>We ask that alternative solutions be given serious consideration and adopted so that our community will not suffer unnecessary economic disturbance and does not dramatically downgrade the quality of life activities people from the greater Sacramento region have when using the Folsom Lake State Recreation Area.</p> <p>Sincerely,</p> <div style="display: flex; justify-content: space-around; align-items: flex-end;"> <div style="text-align: center;">  Matthew R. Mahood, President & CEO </div> <div style="text-align: center;">  John A. Lambert Chair, Board of Directors </div> </div> <p>Cc: Governor Schwarzenegger United States Corps of Engineers Sacramento Region Congressional Delegation Sacramento Region State Legislative Delegation Sacramento County Supervisors El Dorado County Supervisors City of Folsom City Council</p>
335	Laura Hudak	<p>#335-1 Recreational Access Closure I am writing to voice my concern of the closure of Folsom Point / Dike 8. This is a great recreational area for people in the Folsom community. With all of the different closures, there will no longer be convenient access to Folsom Lake. This area is used by so many different people (boaters, family picnics, scuba classes/training) and it would be a shame to see it closed.</p>
336	Kay Ann Markham	<p>#336-1 Recreational Access Closure My family has lived right down the street from Folsom Point (formerly known as Dyke 8) for fifteen years and we have thoroughly enjoyed and have taken advantage of the recreational opportunities that go along with such close proximity/access to Folsom Lake (boating, fishing, jogging, walking, etc.). Close access to the lake was one of the primary reasons we purchased our home. Closure of Folsom Point would be a loss not only for my family and the surrounding neighborhood but for the entire city. Folsom Point is the closest access to the lake for many, if not most, of the citizens in Folsom. It would be a travesty if the citizens of Folsom were denied access to the lake on top of being forced to endure seven years of traffic impacts due to the project itself (impacts that are in addition to the existing traffic problems caused by closure of the dam road). Additionally, the loss of recreational visitors would have a negative impact on the city economically. Folsom Point needs to remain completely accessible to</p>

		the public during the entire duration of the safety and flood control project.
337	Jodi Wright	[#337-1 Recreational Access Closure] As a resident of the Parkway and a boat owner, I am vehemently against the closure of Folsom Point. The Granite Bay boat launch fills up fast and many times during the summer you cannot even launch your boat from that boat launch. We usually launch our boat from Folsom Point because it is less crowded and only 1.5 miles from our house. As a Folsom resident, I am greatly concerned about the loss of income this would cause my community. There has to be another location. Seven years to be closed is much too long, and that is assuming everything would go as planned. The closure would more than likely go longer if deadlines were not met. The BLM must find another alternative. Closing Folsom Point for seven years is unacceptable!
338	Anonymous	[#338-1 Recreational Access Closure] I am certain there is another answer than closing Family point, we are a Folsom resident and use this picnic and and launch facility several times a week in the boating months. The lake is why we live in this area and Family point is the launch facility we along with hundreds of other visitors use. Seven years is along time to close anything and as with most time estimates is probably well short of the actual date. You should look for an alternative access for the duration of this construction project and maintain the value of this lake access to all residents and visitors. Please, Please, Please DO NOT close our community access to the lake!!!!!!!
339	Kevin A. Miller	Dear Shawn Oliver, [#339-1 Recreational Access Closure] We are appalled at the decision to close Folsom Point access. We have lived in Folsom since 1991 and have enjoyed the use of the access since then. In the fall, we fish and summer, boat camp and ski. We have a \$14,000 boat with assesories. We just finished building a RV access for the boat that cost \$5,000. In the summer months the access is always crowd in the mid-day hours. Where will these boaters go? Think how additional crowding will create unsafe launching elsewhere. We try to get on the lake early day to keep from waiting for long access. Even the wait makes more sense then to drive all the way around, (since the dam is closed) to Beal Point. In addition to the extra gasoline, the extra congestion on Riley, Rainbow Bridge and Folsom Auburn Rd. Beal Point can be crowded and unsafe too. I can only imagine what the additional demand will create. Why are there no options? Why can't the project include creating an access? I am sure the Core of Engineers can figure something. First it's Folsom Dam closure, now our favorite and almost only launch access. If I had known this was happening, I would have sold our boat and saved the \$5,000 boat access we just built. (I finished the gate yesterday)
340	Dianna Bowling	[#340-1 Recreational Access Closure] I oppose the closure of the Folsom Point Recreation Area. Find another place, don't take away our communities access to this area.
341	Kim Carrasco	Shawn Oliver: [#341-1 Public Involvement] The manner in which this proposed closure was presented to residents is ridiculous. Closure by the U.S. Bureau of Reclamation of seven years is even more ridiculous. Seven months would be too long. Count me as a resident who is opposed to staging, storage or ANY closure of this treasure.
342	Richard A. Shaw	Dear M Finnegan, I am usually in total agreement with the work and plans of the Bureau of Reclamation in providing the flood protection, power and recreation that we need. I agree that providing flood protection for the Sacramento Valley is necessary and vital to the well being of the residents, but I don't agree that closing Folsom Point is the only option for achieving that goal. [#342-1 Recreational Access Closure] Folsom Lake is a publicly owned lake but it only has a few access points for the public. Most of the remaining shore access is privately owned. When the dam road overlook was closed it affected traffic flow, but did not impact recreation much. However, the closing of Folsom Point restricts the access for recreational use to only one access point on the south side of the lake. Since the ramps already close early in the day because of high usage, we will have to tow our boats through town on busy afternoons to launch at one of the three access points on the north side of the lake. Folsom streets cannot accomodate this

		<p>impact, which will happen.</p> <p>[#342-2 Wildlife] I am a biologist and hiker and I regularly hike through the open areas around Folsom Point. I have directly observed a great horned owl and a bald eagle. I believe that they are attempting to rehabilitate Folsom Point. Your biologists should be consulted on this for verification.</p> <p>I also serve on the school board for the Folsom-Cordova Unified School District. We adults are all concerned about the health and fitness of our children. Folsom Point is used by children for recreation for many months of the year, adding an incentive to get out and play with their families.</p> <p>I ask you to consider other options for staging the work on the spillway. We would be willing to work out some compromises that will accommodate the needs and desires of the Bureau of Reclamation and the residents of the area as well.</p> <p>Again, I support your efforts and hope that we can reach an agreeable solution.</p>
343	Denise Hackett	<p>Mr. Oliver,</p> <p>[#343-1 Recreational Access Closure] Please add my families name to the list of those in Folsom outraged by the proposed closing of Folsom Point until 2013. Folsom lake is one of the most attractive features of life in Folsom and this closure would require residents to find alternate sources to enter the lake such as Eldorado Hills and Granite Bay. The traffic through Folsom due to the dam closure is already very extreme. If Folsom Point is closed, all summer, people will be driving through town to get to alternate sites for access. Please reconsider this decision as it will have a great negative impact on our fine city.</p> <p>I do not believe that the bureau of reclamation has considered all options as there must be a better alternative.</p>
344	Debra Rose	<p>[#344-1 General] am a frequent user of Lake Folsom, and I subscribe to an annual pass, I am opposed to closing the boat ramp and Dike 8 for launching and other recreational uses.</p>
345	Chris Jennings	<p>Shawn,</p> <p>[#345-1 Geology/Soils/Asbestos] Thanks for the info. I've briefly looked at a draft already on line. The potential risks associated with naturally occurring asbestos - a big deal around here given the additional millions spent to mitigate the risk at the new local high school - is given remarkably little attention (no sampling, no risk assessment studies, etc.) in the document and should be revisited.</p> <p>[#345-2 Recreational Mitigation] With regards to the loss of recreational opportunity with the proposed closure of Folsom Point, the EIR states that an "RC-1" mitigation measure will be instituted ("All construction related damages to recreation facilities will be replaced in kind by the appropriate agency..."). What exactly is being proposed to replace in kind seven years of lost utility for a major nearby recreational outlet? Especially since all other similar outlets will also be negatively affected?</p> <p>[#345-3 Wildlife] With regards to the burrowing owls, have any walking surveys been performed at the affected areas?</p>
346	Leslie Grayson	<p>Dear Mr. Oliver and Ms. Victorine,</p> <p>[#346-1 Recreational Access Closure] I am writing to express my dismay at the proposal to close Folsom Point for an extended period while the damn is retrofitted. Given the extremely high level of use of this facility/area, the corresponding public impact and the economic impact (both for business and for individuals that have made significant financial investments based upon this public access), other locations should be identified to serve as construction staging areas. I recognize the importance of the retrofitting project. I believe that there are other alternatives for staging that don't have such a significant impact on the local population. We're not just talking about recreation.</p> <p>There are always alternatives. It is my hope that you will find them.</p>
347	Ronald Stork Friends of the	<p>Shawn Oliver January 26, 2007 U.S. Bureau of Reclamation</p>

	<p>River</p>	<p>7794 Folsom Dam Road Folsom, CA 95630 Annalena Bronsen Reclamation Board/Department of Water Resources 3310 El Camino Avenue, Rm. 140 Sacramento, CA 95821 Becky Victorine U.S. Army Corps of Engineers Sacramento District 1325 J. Street Sacramento, CA 95814</p> <p>Re: Comments on the U.S.A.C.E. Folsom Dam Modifications and Folsom Dam Raise Draft post Authorization Change (PAC) Report and the U.S.B.R./California Reclamation Board Folsom Dam Safety and Flood Damage Reduction Draft Environmental Impact Statement/Environmental Impact Report. Friends of the River offers the following comments and its support for alternatives or refined alternatives that feature a Folsom Dam auxiliary spillway capable of making objective-release flood releases (in combination with Folsom Dam's existing outlets) from the bottom of Folsom Reservoir's flood pool, minor raises of Folsom Dam to increase the size of the available flood pool, and environmental features such as the improvements to Folsom Dam powerhouse inlets and environmental restoration and recreational improvements in the Lower American River Parkway and Folsom State Recreation Area. We also support operational refinements to take advantage of new capabilities of the proposed project and look forward to working with Federal agencies, DWR, and SAFCA to develop them. Comments on Specific Sections:</p> <p>PAC pp. ES-1 & 1-2: The background discussion could benefit from greater precision. We quote the following section of the PAC report:</p> <p>In February 1986, major storms in Northern California caused record flood flows in the American River basin. Unprecedented high outflows from Folsom Dam and Reservoir, together with high flows in the Sacramento River, caused water levels to rise above the design freeboard of levees protecting the Sacramento River area.</p> <p>And in the draft EIS and EIR, the following statement consistent with the above was made: Dam operators at Folsom and Nimbus Dams were required to release approximately 130,000 cfs, 15,000 cfs more than the downstream levees were designed to accommodate as a sustained rate. Water levels rose well above the designated freeboard of downstream levees... p. 1-5.</p> <p>Readers might conclude from this discussion the following: 1) The 1986 American River flows were <i>record</i> inflows, 2) these record flood flows <i>required</i> the release of "unprecedented" high flows from Folsom Dam, and 3) there was <i>widespread</i> encroachment of design freeboard of Sacramento Area levees. There are problems with each of these statements that may mislead the reader.</p> <p>Record flows: The 1986 166,000 cfs 3-day mean volume unregulated inflows did exceed the previous 1964 3-day volume record inflow of 140,339 cfs. However, 1986 unregulated inflows did not exceed 1964 record mean 1-day unregulated inflows (171,000 cfs versus 183,240 cfs)¹ or peak unregulated inflows (220,000² or 255,000³ cfs versus 260,000 cfs).</p>
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	<p>In addition and more importantly, in its official rain-flood analysis for the American River Basin, the Corps has concluded the following: Based on descriptions of the 1862 event, the Corps supports the position that the estimated volume of the 1862 event should not be less than that of the 1997 event because the 1862 event resembles both the point precipitation and antecedent conditions which occurred during the 1997 event.</p> <p>4) The 1997 3-day volume was 164,000 cfs (essentially the same as 1986) with a much larger mean 1-day volume of 248,000 cfs than experienced in 1986 (ACE 1998 Rainflood analysis). Thus it appears that the Corps believes that the 1862 flood was also larger than the 1986 event—this unrecorded 19th century but still observed and estimated event prior to 1986 that served as the beginning foundation of the design considerations for Folsom Dam.</p> <p>5) Implication that unprecedented high outflows were required by high inflows: In a review of 1986 operations Folsom Dam, the National Research Council concluded that operations based on then existing operational rules would not have resulted in releases above the objective release from Folsom Dam.6 The NRC described this as follows:</p> <p>On February 13 and 14 the California Department of Water Resources (CDWR) began preparations for a full flood fight, given computer projections of a[n] extraordinary storm approaching the state from across the Pacific (CDWR, 1986). The American River flood flows began in earnest on February 15, with inflows rising to over 60,000 cfs early the next day, but Figure 2.1 shows that Folsom operators did not begin to evacuate the flood control storage volume, nor did releases from Folsom match the inflows to the lake. Operators expressed a major concern for the effect of large Folsom releases on recreational facilities in the lower American River floodway; releases were held to 20,000 cfs for 36 hours. This is inconsistent with the 1977 USACE flood control diagram in force at the time; the diagram states that when Folsom storage is in the flood control reservation the water "shall be released as rapidly as possible" subject to ramping limits.</p> <p>Even after increased releases from Folsom began on February 16, and before they reached the 115,000-cfs limit, Folsom releases continued to lag behind inflows into Folsom Lake by 30,000 cfs or more. USACE-prescribed ramping limits of "15,000 cfs during any 2-hour period" do not appear to have limited the rate of increase of Folsom releases during the 1986 flood, nor were physical release rate limits at Folsom Dam a constraint given the initial elevation of the reservoir.</p> <p>If the Bureau of Reclamation had been able to more closely match outflow to inflows while inflows were less than 115,000 cfs, then releases into the American River would not have exceeded 115,000 cfs during the 1986 flood using the nominal storage capacity of the reservoir, even without anticipation of the Auburn cofferdam failure. Fortunately, disaster was averted by the use of extra surcharge storage in Folsom and by the ability of the downstream channel and levee system to handle releases of 130,000 cfs.</p> <p>7) In a partial response to this 1986 operational history that would be reviewed by the NRC, the Flood Management Plan developed by the Sacramento District A.C.E. and Reclamation in 1995 incorporated policies to avoid excessive delays in making required flood releases from an encroached reservoir flood pool.</p> <p>8) The NRC's subsequent conclusion is not inconsistent with Folsom Dam's design criteria. As you know, the original reservoir inflow design flood for Folsom Dam had a peak inflow of 340,000 cfs, well above the unregulated peak flow experienced at the dam in 1986.</p>
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	<p>Encroachment of design freeboard: While the 1986 event did cause significant encroachments into the design freeboard of some Sacramento area levees, the Natomas East Main Drain (Steelhead Creek) being the principal example (a circumstance that resulted in the Sacramento Area Flood Control Agency's [SAFCA] North Area Local Project), the high water in 1986 did not result in general encroachment into the design freeboard of Sacramento area levees. A description of design freeboard of American River levees and the 1986 flows was made published in the January 1995 Proceedings of Phase Two, The Lower American River Task Force. The Proceedings assessed existing levee freeboard conditions at various flows along the American river and concluded the following:</p> <p>For a release of 115,000 cfs, the existing minimum is the same for both left and right bank levees (about 6 feet). The 130,000 cfs release condition also has about the same freeboard at the lowest point (interpolated to about 5.5 feet). p. L-2, L-3.</p> <p>As described in more detail in the Proceedings, the original (before Folsom Dam and the accompanying levees) design freeboard of the then existing American River levees was three feet. Presently, the design freeboard varies by river reach between three or five feet of freeboard (at 180,000 cfs) or three feet of freeboard (at 152,000 cfs). Thus, with the important exception of some of the levees that conveyed flows from creeks upstream of Natomas, the 1986 event did not result in flows that would be necessary for encroachments into the design freeboard of Sacramento area levees.</p> <p>#347-1 Hydrology Existing Conditions In light of these comments, the final documents should be revised to provide the reader with a more accurate, complete, and useful description of the background circumstances that resulted in the last two decades of flood-control planning in the Sacramento area.</p> <p>PAC Report, p. 3-2: The PAC report asserts the following: To date, and based on current technology, no reliable forecast-based operation has been identified that could be implemented without the potential for both induced flooding in other areas of the Central Valley and major impacts to other water resources outputs from Folsom Reservoir.</p> <p>This statement makes inferences as to facts and law that both appear to be both premature and in error. The draft EIS/EIR appears to provide a more careful and satisfactory explanation of the process and considerations that may result in operational (including forecast-based) changes to Folsom Reservoir operations once construction is complete:</p> <p>The Corps and Reclamation as directed by, and/or authorized by Congress, and under the appropriate agency authorities and agreements would update the existing Water Control Manual of 1987 or develop a new water plan and control manual. Upon selection of either preferred joint Folsom DS/FDR alternative or stand-alone dam safety hydrologic risk reduction or flood damage reduction alternatives, the Corps as the lead agency, in cooperation with Reclamation, would determine the basis for the updated/new plan. Decisions would be based on existing authorizations or reauthorizations, or new authorizations.</p> <p>The updated/new plan would analyze weather, basin wetness, precipitation, upstream reservoir storage, and reservoir inflow forecasts to help determine appropriate comprehensive flood control operations procedures. The environmental impacts on all pertinent aspects of the human environment, and the natural environment, and the natural environment would be evaluated in a separate environmental compliance document. The Water Control Manual would likely go through multiple revisions as the various structural modifications are completed at the Folsom Facility, but it is expected that a Final Updated Flood Management Plan and Flood Control Manual would be completed before construction on the Folsom DS/FDR project is completed.</p>
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	<p>This Folsom DS/FDR EIS/EIR generally considers operations affected by proposed structural modifications; however, a detailed analysis of operational impacts cannot be determined at this time. Upon the selection of a preferred alternative(s), Reclamation, the Corps, SAFCA, and the DWR/Reclamation Board would fully coordinate and address relevant congressional directives to evaluate the existing requirements related to operations and consider possible changes as appropriate. The environmental impacts associated with proposed changes and operational impacts required for supplemental environmental compliance documentation [sic]. The required compliance documentation shall be completed in parallel with a Final Updated Flood Management Plan and Water Control Manual, and is anticipated to be completed in 2010. pp. 2-69, 2-70.</p> <p>Other similar discussions concerning revisions to the Water Control Manual can be found throughout the draft EIS/EIR (<i>pp. 1-8, 1-9, 1-43, for example</i>) Although the draft EIS/EIR language would argue that a critique of the PAC report’s conclusionary statements regarding forecast-based operations is premature, comments and a responsive revision to the final documents are probably warranted. Therefore, the following observations are offered:</p> <ul style="list-style-type: none"> • The Central Valley areas that might experience (slightly earlier) induced flooding from advanced releases in very large floods are part of the Sacramento River Flood Control Project river and bypass system. The rights to make operational flood releases into these areas already exist and are routinely exercised. • Forecast-based operations during very large floods (such as advanced releases before reservoir flood-reservation encroachment, and pre-emptive releases [releases in excess of objective-release constraints to avoid making leveebreaking larger releases])—and during more routine situations (conditional storage into reservoir flood pools)—were operational requirements in the ACE Folsom Reservoir Regulation Manual from 1956 to 1987. Congress directed the Corps to resume such operations in 1993 and again directed the Corps to update these operations in 1999 when it authorized outlet improvements at Folsom Dam in the Water Resources Development Act of that year. Forecast-based operations were also part of the Folsom Dam raise project described in project documents authorized by Congress in 2004. • The Sacramento District A.C.E. developed a Spring forecast-based operations plan, with analysis and rationale, for implementation on a trial basis and presented the plan to the California Weather Symposium at the 2003 Lower American River Science Conference.¹⁰ • Technical experts at the many annual presentations of the California Weather Symposium, including Corps, DWR, and National Weather Service staff have generally shown considerable confidence about their ability to predict very large floods in the American River Basin. • Any multipurpose reservoir operation involves a balance of risks between flood-control and water conservation/power interests. Forecast-based operations preserve that balance of risks but enhance the multipurpose benefits of the dam with operations that benefit both interests—with both early flood-control releases (for very large events) and conditional storage (during most years when very large floods do not appear). <p>If language in the PAC Report cannot be constructed to provide the reader with a clearer grasp of the opportunities and considerations involved in developing a revised Water Control Manual that resumes forecast-based operations, the misleading PAC report language should be deleted and the draft EIS/EIR language can stand alone.</p> <p>[#347-2 PMF Risk Calculation]]We noted with some interest the depiction of the calculated annual risk or recurrence interval associated with the Corps of Engineers’ or Reclamation’s estimated PMF(s). The draft EIS/EIR notes the following:</p>
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	<p>Recent estimates indicate that a frequency of flood approximately the same size as a PMF would have a recurrence interval somewhere between 1 in 7,100 and 1 in 22,000 years. (p. 1-10)</p> <p>The draft EIS/EIR also notes the following:</p> <p>There is a high probability of a series of large storm events occurring within the American River Drainage Basin above Folsom Dam. Due to the limited capacity of the reservoir to safely contain these inflow volumes and the Dam to control releases within the safe carrying capacity of the downstream levees, structural modifications are required to reduce the probability of overtopping during a PMF event. Structural modifications are also required to improve the current level of flood protection during lesser flood events. (p. 1-5)</p> <p>By their very conception and purpose, PMFs are not high probability events. Indeed, they are created by modelers to size dam-safety features such as spillways so that an exceedance never occurs. The proceeding paragraph could be read to imply otherwise.</p> <p>It is, of course, interesting to have some idea of the <i>calculated</i> annual risk probability of experiencing the estimated PMF. However, the draft EIS/EIR fails to provide sufficient cautions to the reader about the reliability of such frequency extrapolations of a 100-year stream-flow record and estimates on the volume of the historically experienced 1862 flood. The Bureau's Flood Hydrology Manual¹¹ provides important insights that should be reflected in the EIS/EIR: In fact, there are not enough data to extend frequency curves to anywhere near this limit [the PMF]. (p. 195)</p> <p>Practical rule-of-thumb knowledge, which is supported by statistical calculations, indicates that frequency curves are reasonably reliable out to return periods of about the sample record length. The current Bureau practice is to limit the extrapolation of the curves to twice the length of record, or 100 years, whichever is longer. In cases where catastrophic loss, loss of life, or dam safety are involved, further extrapolations can be used as justified on a case-by-case basis. (p. 204)</p> <p>The American River rain flood frequency analysis by the Corps of Engineers prepared with the advice of the National Research Council's Committee on American River Flood Frequencies does not extrapolate the frequency curve beyond 1 in 200.¹² This seems consistent with Reclamation's manual guidance as well, although both documents acknowledge that some uses may require cautious additional extrapolation.</p> <p>We suggest that the draft EIS/EIR contain a more accurate description of the purposes for which PMFs are created and their highly improbable nature. Also, when describing the annual risk or recurrence intervals of such a high-flow event, it would be helpful to explain that these are <i>calculated extrapolation</i> estimates and that the actual probability distribution of the American River PMF, or any PMF, is not known. Nevertheless, regardless of calculated frequency estimates, it is Reclamation's policy and a general dam-safety standard to construct spillways adequate to convey PMF estimated flows where the consequences of failure are significant.</p> <p>[#347-3 Design Flood Calculation] Finally, we request that project performance also be portrayed in terms of the reservoir design flood—that is, the volume of the design hydrograph in terms of peak, 1-day mean, and 3-day mean, or perhaps 5-day mean flows in cfs that can be accommodated before some critical design constraint such a design freeboard at the dam, dike, or levee is encroached. These operational constraints should, of course, be documented as well.</p>
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		The purpose for such documentation is to permit comparison of historic and modeled floods with contemporary performance estimates as well as those that are available in historical flood-damage-reduction planning documents before the adoption of level-of-protection or risk-and-uncertainty-based performance descriptions. We are not alone in requesting such estimates. We believe that such supplementary descriptions are supported by SAFCA. Also, the National Research Council's Committee on Flood Control Alternatives in the American River Basin suggested the use of design flood volume comparisons with known flood flows to assess relative project performance.
348	Duran Quick	[#348-1 General] I object to limiting access to Folsom Lake for 7 years to accommodate construction equipment.
349	Bonnie Amoruso	First, the Bureau of Reclamation closes Folsom Dam Road which caused financial hardship on many small businesses in Folsom, as well as huge traffic congestion and now you want to close Folsom Point recreation area for up to seven years? [#349-1 Socioeconomics] Does the Bureau have any idea what this will do financially to the businesses in that area? [#349-2 Recreational Access Closure] There is plenty of vacant land around Folsom that I'm sure could be used for the staging area for this project, instead of closing down a major summertime recreation area. Why doesn't the Bureau come up with a few different locations for their staging area and then let those choices be reviewed by the City of Folsom for a final decision.
350	Jerry Boyd	To whom it may concern, As I know there is a need to increase the flood protection, there much be other avenues to the staging area for the equipment. Causing such a impact to a community financially as well as to the citizens that live within and around that community is just unacceptable. I have live in Folsom for nearly 13yrs. One reason that drew me to this city was the recreation activities and access to Folsom Lake for my three kids. [#350-1 Recreational Access Closure] Closing one of the main recreational areas for seven year, again I believe is unacceptable especially during the formable years of my kids lives.
351	Dave Buck	[#351-1 Recreational Access Closure] I am writing to you about the conflict with Folsom Point. I am amazed that there are no more alternatives other than to screw the people of Folsom once again. Why don't you rename the lake "Granite Bay Lake" or "El Dorado Hills Lake". The people of Folsom are tired of being pushed around by the bureaucratic process. First, Came the closure of the Dam road and now the closure of a very popular recreation area. Mr. Oliver I am sure the people of Folsom can come up with an ancient burial ground or Spotted Owl habitat that would shut this program down for several years. Thank you for your time and remember "DON'T CLOSE FOLSOM POINT".
352	Daylene Buck	Mr. Oliver: [#352-1 Recreational Access Closure] I'm still in shock that anyone thought this suggestion to close Folsom Point for seven years was a good idea. A staging site for construction equipment??? Entire shopping centers are remodeled and rebuilt and not one place of business ever closes to the public to make this happen. Yes, I expect some sort of inconvenience, but I can still shop. I have lived in Folsom since 1983--I bought a boat in 1984 and I have owned one ever since. I have launched my boat at Folsom Point (we still call it Dyke 8) at least 2-3 time a week since then. We can have a family (and friends) vacation any day of the week. We don't have to make long term plans and drive for miles to make some lasting memories. My friends and I take our walks there, we walk our dogs there, we take school children on hikes and nature studies there, we enjoy the sunset there. I live in Folsom and this is FOLSOM LAKE--why should I have to drive to another town to see it???enjoy it???use it?? I'm sure there are other solutions to this construction problem that would not shut out 60,000 citizens from Folsom Lake and all that it has to offer . Thank you for your time and your careful consideration
353	Neil Pearl	Hello, [#353-1 General] Just a note to let you know how my family and I feel about the proposal to close Folsom Point... Easy Lake Access is why we moved here, and Folsom Point is our favorite family recreation spot. If it closes, we will move out of the County, and look for another place to live. I don't think you realize the impact to business and families....

354	James D. Sprenger	<p>My name is James Sprenger. I am not satisfied with the statement that you would close several public access areas in order to stage construction equipment, supplies & debris.</p> <p>[#354-1 Recreational Access Closure] The idea that you can not find enough area in which to store construction equipment is with out merit. Why not build into construction cost an area to be built up just north of the dam that can be turned into another public access area at the completion of construction? Will it cost a bit more yes but it will also keep the other areas open for the public and as an added bonus it will create more public access area for the Sacramento areas continuing growth. Remember the Sacramento area population should be around 2.6 million in the year 2010. We are growing fast. If I, a layman, can come up with this solution I'm sure you can make something work. Something, that really works for everyone.</p>
355	Maria Noori	<p>To whom it may concern,</p> <p>[#355-1 Socioeconomics] As a former resident of Folsom I was informed of the possible 7yr closure of Folsom Point. This is an outrage for the people who live there in Folsom and also for the many who visit Folsom Point to enjoy all the beauties of nature. also agree that this will damage the economic situation as all the people who would normally spend their time and money at Folsom Point will be going elsewhere. We used Folsom Point for taking the dog for a walk, for family picnics and to take our boat out. I really do think this is a grave mistake and should be thought over and some other decision made.</p>
356	Julia Fox	<p>Hello,</p> <p>[#356-1 General] Closing Folsom Point for seven years would have a negative impact on the area. Folsom Point is one of the factors that make Folsom so attractive for visitors and residents.</p>
357	Linden 'Chip' Lim	<p>[#357-1 Recreational Access Closure] Please find an alternative to closing Folsom Point.</p>
358	Jim Donnell	<p>To whom it may concern:</p> <p>[#358-1 Recreational Access Closure] I am opposed to the current plan to close Folsom Point and other parts of Folsom Lake to recreation to enhance the flood protection. I recognize the need to improve our flood protection and water storage capacity and ask that the Bureau look at other alternatives that will not affect the public use of Folsom Lake.</p>
359	Barbara Zawadzki	<p>[#359-1 Recreational Access Closure] am against the closure of Folsom Point. I live in Folsom and have seen the dam road and the small park closed. I used both of those facilities until the closure. Now, the point is to be closed. I also use it. There has to be another alternative. I'm tired of my recreational areas being closed.</p>
360	Jane Cook	<p>[#360-1 Recreational Access Closure] I am so upset that you are now considering closing Folsom point for the construction of the new crossing. I live in Briggs Ranch. We bought our house for two reasons – access over the river and access to the lake. I worked in Roseville and my husband works in Folsom and one of had to cross the river so the Damn crossing made our neighborhood perfect for my commute. After the damn was closed my commute went from 40 minutes a day to well over 1 hour and 45 minutes. I have 2 small children and that was unacceptable. I quit a job I loved because of the closure. Now I hear that you are going to destroy the other reason we bought our house which is the great access to the lake. You have the entire look-out point to work with as well as all the top of the damn and the other side of the damn road at Folsom Blvd, not to mention the State prison land. Leave our State Park alone. Honestly, you have hurt our neighborhood enough. You have hurt our town enough. I'm disgusted at even the careless thought of doing this. We are people. We pay a ton in taxes. We pay for the right to use our state park every time we enter it. It brings money into our town but it also is something that the families of Folsom use together. It is at the heart of our town. Please don't do this.</p>
361	Bruce R. Thomas	<p>Dear Ms. Victorine,</p> <p>[#361-1 In Support of Project] Upgrades at Folsom Dam are needed for protection against flooding in Sacramento. Sacramento currently has the least protection against flooding of any major city in the US. Upgrading of Folsom Dam is cost-effective for taxpayers and will rapidly provide the enhanced flood control so desperately needed for Sacramento.</p>

362	Barry Fowler	<p>Hi, I'm a long time resident of Placer County and typically use Folsom Point (Dyke 8) frequently. I'm pretty familiar with the area. Folsom Point is a unique venue of Folsom Lake in it is a wonderful family place where one can drive in to and meet people who have boats or in other situations, experience a simple nice day in a beautiful cove and play in the water. It has may old oak trees, shade, a gentle slope to the water and is generally a very safe place for family picniking as well as combining "non aggressive boating" with a beautiful beach environment. I don't have a photo of the situation but perhaps I can point it with words. One time (well before my 8 yr. old son was born) I idled to the shore there and ate a sandwich while the sun warmed us up. It's a soft bottom (no rocks to hurt one's feet). We got out and sat on the edge of my little boat's deck and watched some children playing in the water's edge. I remember hearing a little 3 (or so) old girl shrieking with amazement that she's found a large frog. Her brother also found one and her's got away. It was so priceless to hear her say "he's got a frog but I don't have one." Sort of silly and they didn't really torture the frogs too much bug it was such an innocent experience.After my son was born, it was the first place we visited on the lake because I *knew* it was a family-friendly place on the lake. Frankly, the best.</p> <p>[#362-1 Recreational Access Closure] There are many places to stage a construction crew on the lake. To the East of Folsom Dam, there is a large parking lot that is no longer used (thanks to 9-11). There is a very good road leading to the site. That could be one such staging area. There are others downlill to Natomas Road. There are so many other possibilities and I realize you folks are dealing with constraints of many types but there is so much room to deal with that is available. Please take Folsom Point in to consideration when making your choices. It is frankly *the* best launch ramp and family picnic area on Folsom Lake and I've been using it since 1980. It's a healthy respite to the likes of Granite Bay.</p>
363	David Pate	<p>Hi, [#363-1 Alternatives Formulation] I don't know much about the situation with Folsom dam. I just had a thought I wanted to pass on. If the big problem is raising the dam to increase flood control, why not build a 2nd dam just downstream that is taller? You would only need to close the gates in case of an emergency situation. Folsom dam as it is could still be used. Plus you could open the road since a terrorist blowing up the dam would lose any real impact. Just a thought. Thanks for your time.</p>
364	Casey Keller	<p>Mrs. Victorine, [#364-1 Recreational Access Closure] I strongly object to the closure of Folsom Point ! I do realize work needs to be done to improve and enhance the dykes and dam. For this, I commend your efforts. However, Folsom Point is the only access to Folsom Lake within the City of Folsom and thousands of residents and visitors use this access. I myself use it almost every day. Wether I am walking my dog, running, cycling, kayaking, picnicing, boating, playing with my children, catching a moonrise or sunset, this access is invaluable to Folsom residents and visitors. I strongly oppose the closure of Folsom Point State Recreation Area. Please find other alternatives to this proposal, as closing this gem is unacceptable.</p>
365	Jeff Onderko	<p>[#365-1 Recreational Access Closure] As a frequent user of Folsom lake and the beaches and trails, i would like to voice my opinion on the proposed Folsom Dam Project. I frequently use the Beales Point Recreation Area and multiple other recreation areas on the lake for personal pleasure and excersise. I would be greatly disapointed in seeing the closure of this great recreation area, as so many others would. However, if the closure of the recreation area means a safer dam, building a new spill way and reinforcing Mormon Island than i support the closure for the use of storing equipment. Having said that, i will expect the area to re-open ASAP.</p>
366	Robert Simpson	<p>[#366-1 General] As a resident of Folsom, I request you intervene to prevent the closing of Folsom Point on Folsom Lake related to potential federal construction.</p>
367	James A Cost	<p>I would like to voice my very strong objections to closing the Folsom Point recreation area for dam re-fitting. I am a medically retired, 30-year veteran police officer with congestive heart failure and throat cancer. I relocated to Folsom for it's therapeutic environment. I</p>

		<p>have wild turkeys in my yard, I can hear coyotes at night, and I see Canada geese overhead. There is an overall quiet in the air, traffic flows freely and people are friendly. This is a stress free environment that helps keep me alive.</p> <p>One of my few remaining recreations is going to Folsom Point with my family or occasionally alone to enjoy the unique beauty of the natural surroundings, which intertwine with the splendor of a man-made lake. From hiking, boating, picnicking or just sitting with a cup of coffee, Folsom Point truly a treasure.</p> <p>Having worked in government all my life I know there are others options available for the re-fit staging. They may cost a little more, may be a little less convenient, but most certainly are less destructive to the quality of life we have here than closing Folsom Point.</p> <p>[#367-1 Recreational Access Closure] As a fully disabled person who depends on Folsom Point, I urge you to do the right thing and keep Folsom Point recreation area open.</p>
368	Steve Canova	<p>To whom it may concern,</p> <p>After living in the Bay Area for 46 years, I moved my family to Folsom 3 years ago for many reasons. One of the most important being the lake. We are boaters, live 5 minutes from the ramp and have been in absolute heaven ever since we moved. We paid a premium for our house and were glad to do so to be able to get on the lake so quickly and easily. We invite friends and family from all over to come and visit and we take them out on the lake. If you close the ramps you would be taking all this away from us, not to mention destroy our property value. It was one heck of a difficult effort to sell our last house, buy our current one, find new jobs and pull my son out of his old school and send him to a new one. But, we did it and we are all thriving here. The lake is a major reason why. We ski, wakeboard, tube, kayak, fish and more.</p> <p>[#368-1 Recreational Access Closure] My story is certainly not unique. I would guess there are hundreds if not thousands with the same reason for being here. Closure of the ramps would negatively affect us all. Just as closure of the Dam Road did. I realize the work is necessary but, surely there are other areas to stage from. I implore you not to take away our jewel while the work is being done.</p>
369	Barry Calfee	<p>[#369-1 Recreational Access Closure] I live in Folsom and use the Folsom Point Recreation area on average 15 times per year. I do not want to see it closed.</p> <p>Please figure out another alternative so that it remains open. Move some dirt to the side of the parking lot at Folsom Point and you will have plenty of room, there are acres of land and use that as the staging area.</p>
370	Richard Reid	<p>[#370-1 Recreational Access Closure] SURELY WITH ALL THE LAND THAT THE BUREAU OWNS AROUND FOLSOM DAM, A LESS DISRUPTIVE STAGING AREA CAN BE FOUND AND LEAVE FOLSOM PT. TO BE ENJOYED BY THE CITIZENS. DON'T PULL THE GOV'T HEAVEY HAND ROUTINE WITHOUT DOING YOUR DO DILIGENCE TO FIND A MORE SUITABLE SITE. rrrreid</p>
371	Scott T. Davis	<p>[#371-1 Socioeconomics] I would like to register my objection to the proposed closing of the Folsom Point Recreation Area as a staging area for the Folsom Lake Bridge Project. Closing this area for several years will severely impact area businesses and negatively effect quality of life for all residents of Folsom.</p>
372	James A. Roberts	<p>[#372-1 PI Extension Request] An extension of the time for review of the reference EIS/EIR is requested.</p> <p>This request is made both (1) as a member of the Facilities, Transportation, and Finance Committee of the San Juan Unified School District and (2) as a resident in an area which would potentially be adversely impacted by the potential adoption of the project. In neither case (the District or the residences in the potentially affected area) did we receive notice of the availability of the subject EIS/EIR for review. At a meeting last Wednesday, January 24th, to review draft materials on another Bureau project, I was asked what my opinion was of the referenced project. I had no idea that it was even being proposed! After reading a copy of the Executive Summary, which was given to me that day, I realize that careful and full review of the document is critical. Today, at another meeting I was told that the comment period was to close today.</p> <p>As a professional in the field of environmental assessment, I understand what pressure you are going through to prepare the</p>

		documentation and to act upon the project. However as a citizen of the community which may be adversely affected, I also understand that we must do whatever we can to ensure that the document is fully vetted by all stakeholders. Needless to say, without a full review by all stakeholders, the Bureau's process is considerably flawed.
373	James A. Roberts	[#373-1 Climate Change] How are you handling the effects of climate change on the project and the effects of the project on climate change? The text that I have seen is silent on these issues.
374	Dan and Dalisa Sanford	My family resides in El Dorado Hills and we are enthusiastic boaters who regularly use the Brown's Ravine boat launch. As I'm sure you are aware, this facility is extremely busy during the warmer months and we find that boating on the weekends is very difficult. The facility is essentially impacted. With the expected growth of El Dorado Hills in the next few years, it is logical the pressure on Brown's Ravine will become even greater. I was very surprised to learn of the Bureau's plans to close down one of the few access areas (Folsom Point) for 7 years. I was even more surprised to read that the City of Folsom was just as surprised at your plan. It seems incomprehensible that The City which your plan so dramatically affects would not be part of the process and consulted for alternatives. [#374-1 Recreational Access Closure] I would strongly urge the decision makers to look for other options for the construction yard. Many people in this region would be adversely affected by your proposed plan and closing one of the few access points would make an already difficult situation even worse. A City of Folsom Official was quoted as saying they are offering alternative sites for your consideration. I sincerely hope the Bureau makes every effort to keep Folsom Point open.
375		To Whom It May Concern: [#375-1 General] We live at 209 Briggs Ranch Drive in Folsom and my family and friends have enjoyed having close walking distance access to the Folsom Point park and recreation area. The highest selling point when buying our house 3 years ago was that we were so close to the lake. Please include me on the record as being Opposed to the Closing of Folsom Point.
376	Martin Kiff	[#376-1 Recreational Access Closure] As regular users of Folsom Point, It would be very difficult to go to a different location for the years this would be closed and unavailable to the public. We strongly recommend a staging location that is not used by such a large segment of the public.
377	Michelle Schelgel	Please be advised that we, citizens of Folsom, CA, have been put on notice that a proposed closure of our park is scheduled for the fall of 2007. This proposal comes from the Bureau of Reclamation and the U.S. Army Corps of Engineers. It is our understanding that our beautiful park and recreation area will be used as a construction staging area for different work projects on the dam and Mormon Island Spillway by the Bureau and Army Corps of Engineers. [#377-1 Recreational Access Closure] It is our belief that this closure will have deep and dramatic effects on families, businesses, tourism and the environment. The consequences are far reaching. This is a family community. We bring our children to the lake to walk, bike, swim, picnic, fish, boat and just enjoy nature. This scenario is repeated over and over again. Folsom Point is one of the reasons people buy homes in this area. This park is one of the jewels of Folsom. Bird Watchers frequent the park. [#377-2 Wildlife] might point out that even though the Bald Eagle is no longer on the endangered species list, it is still protected by the "Bald and Gold Eagle Protection Act". It is my understanding that one of the afforded protections is not to disturb the nesting area or flight pattern area. This needs more investigation. We have not been given adequate time to investigate the impact that this proposal will have on our environment. We have other migratory birds that now nest there as well. This is a pathway for many other animals as well. Rattlesnakes also reside at Folsom Point. [#377-3 Socioeconomics] The businesses in Folsom will definitely realize a financial impact. Our business owners look forward to the summer months when tourists and other lake traffic provide much needed revenue. Our businesses suffered with the closure of the Dam Road and now this may be the proverbial "straw" for financial loss. Business owners have expressed a great concern. We do not oppose positive improvements on the dam. We request a staging area that will not hurt so many families, businesses, wildlife and real estate values. In all truth we have not been given adequate time in which to address these issues. Our first notice was

		<p>on January 9th 2007. We were advised that 3,000 flyers were sent out. This is a city with a population of 63,000. The deadline given to us to discuss the closure is January 22, 2007. That was essentially "no notice". We need counsel as to our rights and the right of the wildlife who cannot speak for themselves.</p> <p>We ask all of you, as our voice and representatives, to please aid us in this endeavor.</p>
378	Emily Daniels	<p>Dear government people,</p> <p>[#378-1 General] My name is Emily and I am 7 years old. I live by Folsom Point in Folsom, CA. Please do not close Folsom Point because I love driving mom's jeep there. I love having picnics there. If I can't go there for 5 years I might not have a lot of fun. I am doing a report about it in Mrs. Thompson's 2nd grade class at Empire Oaks Elementary. Empire Oaks Elementary is really close to Folsom Point. P.S. Folsom Point was the first place that I went in the world when I was just a little baby.</p>
379	Veronica Thompson	<p>[#379-1 Recreational Access Closure] I would like to express my opposition to the closure of Folsom Point for any length of time as a staging area for the construction of a new bridge. I feel our community has suffered enough with the Dam Rd. closure and to now take away our only access to the Lake would be wrong. If Folsom Point is closed then those of us (on the east side Lake Natoma and the majority of Folsom residents) who enjoy the picnic grounds and launch access will suffer. Other launch access includes Brown's Ravine, which is already over crowded and many times is closed because there is no parking available or Granite Bay, which would mean traveling with trailers on Riley Street through "Old Town", an already overly-congested street to get out to Granite Bay.</p> <p>[#379-2 Alternative Staging] I urge the Bureau of Reclamation to search for other areas which could be used. How about the old vista point parking area on Dam Rd. which is now closed to the public? Finding a site that is not being used by the public makes much more sense.</p>
380	Kathi Hamburg	<p>[#380-1 General] I have been a resident of Folsom for over 13 years. I believe our community has suffered enough. I am very much against the closure of Folsom Point. There are other options. Do not take anymore away from our community.</p>
381	Vickie	<p>[#381-1 General] My family and I spend many hours during the summer together at Folsom Point. Please do not close as it will affect a huge community of people in the Folsom area.</p>
382	Marty and Judy Boyea	<p>[#382-1 General] Please include me in the fight to not close Folsom Point. Thank You. Marty and Judy Boyea.</p>
383	Annette Manz	<p>I am very disappointed to hear that there is talk about closing Folsom Point. This is the one boat launch, recreation area close for Folsom residents. If this area is closed we will be forced to drive to either Folsom Auburn Road (Seal Beach I believe it what it's called) or to Brown's Ravine in EDH. [#383-1 Alternative Staging] There must be another area that can be used as a staging point for the new bridge. Please consider other options.</p>
384	Jean Peterson	<p>I am opposed to the closure of Folsom Point during the construction of the new bridge south of the dam. I think the people of Folsom have been "punished" enough since the closure of the dam road! [#384-1 Alternative Staging] Please seek an alternative site that would not have such a big impact on recreation and businesses.</p>
385	Fred Tombo	<p>I am writing to both of you on this topic, as I was unable to attend a meeting at 6pm on the 10th at the Folsom Community Center, 52 Natomas Street. I received an email from one of my neighbors this morning. Unfortunately I was on the east coast for business meetings; otherwise I would have been able to attend. [#385-1 Public Involvement] I was a little taken aback however on the extremely short notice for this meeting.</p> <p>Folsom Lake is an important asset for outdoor recreation enthusiasts and as such has a very big impact on home values and our economy. Closing access to its shorelines and boat ramps will be very detrimental to the people who those amenities and extremely harmful to the local home values in the region. Some of the local businesses, which depend on their proximity to Folsom Lake for their success, could very likely be forced out of business as well.</p> <p>I myself just purchased a home in Briggs Ranch. It closed in May and I just moved in last July. I paid a premium, even though we were in a "down" market, for the specific purpose of having access to Folsom Point. There were several families at that point competing for</p>

		<p>homes in this area and it was a t a time when there were surplus homes that were, and still are, available in other areas for VERY attractive comparative prices. Now to think of losing this access for up to seven years is, to say it politely, very disappointing. Not only form an access to the lake point of view, but also from the perspective impact it will have on my investment. All of the sudden, Folsom becomes a bad investment. Is this truly the impact you wish to have on our community?</p> <p>The impact will be enormous, not only to me but our community. In the light that there are other alternatives to consider, I hope you will give this further thought. I would suggest considering the sides of the now closed Dam road as well as the large parking area to vista/picnic area, also already closed to the public.</p> <p>I find it interesting that the announced time of the meeting came out on the same day of its occurrence. I would obviously not be alone in being extremely disappointed to loose continued access to the lake and its shoreline before, during and after any construction takes place.</p>
<p>386</p>	<p>Pam Langbehn</p>	<p>Dear Mr. Oliver: The proposed closure of Folsom Point recreation area during the 7 year construction of Folsom Dam improvements is not acceptable. Please comment on the following alternatives which were not included in the draft EIS/EIR [#386-1 Alternative Staging]:</p> <ol style="list-style-type: none"> 1) Alternatives that allow Folsom Point to remain fully open by relocating staging and processing area to the west side of Dike 8 or further west to Dike 7. 2) If Folsom Point closure is unavoidable then restricting the closure time to the off season period of Oct 1 – April 1. 3) If Folsom point closure is unavoidable then adopt congestion relief measures using Brown’s Ravine or Hobie Cove. 4) If Folsom Point closure is unavoidable then relieve congestion by adding facilities at Beal’s Point and only close Folsom Point after the new bridge is completed at the end of 2008. 5) Route the haul road at Folsom Point out of the public areas and use a flagman crossing or an underpass at the park entrance road to minimize disruption and the resulting congestion. <p>[#386-2 Socioeconomics] Regarding the economic modeling used in the EIS/EIR there appears to be a significant under estimate of the local economic impact. The reduction in sales of large ticket items (homes, land, boats, vehicles, water toys) should be considered.</p> <p>[#386-3 Public Involvement] Regarding the opportunity for public input it appears that local stakeholders were not notified of the project. In the future, please copy me on the official notices. Also please post notices at he entrances to Folsom Lake State Recreation areas as well as noticing local user or neighborhood associations.</p>
<p>387</p>	<p>Taira Byrne</p>	<p>Dear Bureau of Reclamation, [#387-1 General] Please do not close Folsom Point! Enough damage has been done to the citizens of this community by the closing of the dam road! My life has been impacted in a very negative fashion by the dam road closure—my business-real estate—has been highly impacted in terms of property value decreases, time, energy and money (gas)! If you also close the recreation area, we will all see a further decline in property values, beauty, enjoyment of the area and the facilities you do leave alone will see even further crowding and people getting alone on the launch ramps in particular!</p> <p>I am very concerned—hence this letter! However, if there is anything else I can do to voice my opinion—meetings I may be able to attend, etc., please do not hesitate to contact me.</p>
<p>388</p>	<p>Thomas E Martin</p>	<p>Dear Mr. Oliver, [#388-1 General] Please take a moment to review my concerns as well as many of my associates and Folsom neighbors regarding your consideration of closing Folsom Point Recreation Area. I am a property owner as well as developer in Folsom. I own the Briggs</p>

		<p>Ranch Shopping Center at the corner of Natoma Street and Blue Ravine Road. The closure of Folsom Dam Road had serious negative impact for the owners of businesses at the Briggs Ranch Shopping Center. Closing Folsom Point would close these businesses no doubt.</p> <p>I and my partner Sid Dunmore Jr. own and are currently developing the 16 acres on the lakeside of Natoma Street that is adjacent to Folsom Point. We are developing this property to include 79 single family homes plus neighborhood amenities. We began this project approximately 4 years ago, have many Folsom residents on a long time waiting list to purchase a home. The ramifications of closing Folsom Point are too numerable to list in this letter.</p> <p>Please carefully read, review and re-review all of the letters that you will be receiving form the residents of Folsom as well as the lovers of the recreation area at Folsom Point. The idea of closing this facility to the recreation lovers is heartbreaking. The thought of the lost revenue to the businesses that are already suffering due to the Dam Road closure in incomprehensible.</p>
<p>389</p>	<p>Joseph P Gagliardi</p>	<p>Dear Mr. Oliver:</p> <p>This letter presents the Folsom Chamber of Commerce's comments on the above-referenced EIR/EIR. In short, the Chamber fully supports the intended results of the proposed project, increased flood protection for the Sacramento Region. However, we feel that additional consideration should be given to avoiding and/or mitigating the economic damage of restricting recreation at the Folsom Lake State Recreation Area, especially Folsom Point.</p> <p>Summary</p> <p>The situation is partially encapsulated in the Executive Summary (page 21) accompanying the EIS/EIR: "The establishment of staging areas and borrow sites within existing recreational use areas coupled with construction work at Folsom facilities and haul truck traffic would have significant and unavoidable adverse impacts to recreation at Folsom State Parks, the entity managing the recreation aspects of Folsom, would be impacted by losing all public access at the Folsom Point recreation area, and portions of Beal's Point and Granite Bay recreation facilities. This would result in a significant loss of recreation revenue to the State."</p> <p>Comments</p> <p>[#389-1 Socioeconomics] Not included in this statement is the sales and sales tax revenue lost by communities bordering the lake by having an estimated 816,000 fewer visitors pass through those communities on their way home from the lake. The EIR/EIS estimates these fewer visitors equal an economic loss of \$50,000,000 to out area. Unfortunately, this analysis only considers the loss of "picnic" type use. It does not analyze the loss of "big ticket" type items, i.e. residential lots and homes, recreational vehicles, boats, water sports vehicles and toys, and tow vehicles, etc. We feel the true economic impacts to this area could be \$250 - \$500,000,000.</p> <p>To ameliorate this situation we ask that alternatives to those activities proscribed in the EIR/EIS be used in order that construction not require Folsom Point be closed. Table 2-10 (Summary of Folsom DR/FDR EIS/EIR Alternatives) lists for the preferred alternative, Alternative 3, the following for Folsom Point.</p> <ol style="list-style-type: none"> 1. Material Processing – Disposal Site 2. Haul road construction <p>Material processing and Disposal Site</p> <p>[#389-2 Alternative Staging] We suggest that construction, staging, and processing areas proposed for Folsom Point be located on either: presently unused, unimproved areas within Folsom Point; unused, unimproved area adjacent to MIAD; undeveloped vacant</p>

		<p>private property adjacent to Folsom Point and LIAD; or a combination of these alternative sites. After the need ceases for the processing and construction areas in or near Folsom Point, these sites should be converted to addition parking or picnic sites.</p> <p>Haul road construction We support the concept of using rock from the spillway construction at the MIAD and save bringing more rock from outside the work area through transport over city streets. We suggest a slight alteration of the haul road route from that contemplated along the shoreline to slightly inland through Folsom Point passing through a culvert under the present public right-of-way, so as to minimize disruption of recreation uses of the area.</p> <p>Conclusion There appears to be inexpensive engineering solutions to the Folsom Point closure that were not considered in the EIR/EIS. We ask that these solutions be given serious consideration and adopted so that our community will not suffer unnecessary economic dislocations.</p> <p>Sincerely, Joseph P. Gagliardi CEO/President Folsom Chamber of Commerce</p>
<p>390</p>	<p>Mary Ann McAlea</p>	<p>Dear Mr. Oliver, Ms. Victorine and Ms. Bronson:</p> <p>This letter represents the position of the Folsom Tourism Bureau on the above-references EIS/EIR. The Folsom Tourism Bureau recognizes the need for increased flood protection; clearly these results cannot be achieved without some accommodations from the surrounding community. The proposed closure of Folsom Point as an integral part of the Bureau's work plan, however, will have immediate consequences for the viability of the tourism program and long term consequences for the marketing and promotion efforts that are essential to the growth of tourism.</p> <p>[#390-1 Socioeconomics] In specific, we are concerned that the document does not provide an analysis of the financial impacts of the closure of Folsom Point related to the loss of tourist/visitor dollars. While the document studies the effect of the loss of visitors on the State Park's budget, it does not address any other financial impact. We feel the financial impact on the city's businesses and tourism will be significant and needs to be addressed.</p> <p>The Tourism Bureau has identified Folsom Point as one of its key assets in attracting visitors and events to the Folsom area. The accessibility and multi-use features of Folsom Point make it a very marketable attraction. Significant effort has been put forth in the recruiting of athletic and recreational events utilizing Folsom Lake that will produce overnight stays in Folsom hotels (the key factor in generating tourism revenue). The resources of Folsom Point are equally attractive to the leisure tourist and with the closure of Folsom Dam Road, the last boating access area to engage in water recreation within the city limits.</p> <p>The closure of Folsom Point will require the end of all proposed and potential visitor and event activities that are outlines in the Folsom Tourism Bureau's strategic plans for the foreseeable future.</p> <p>Over the last two years, the Folsom Tourism Bureau has implemented a \$190,000 print and electronic media promotional program. Establishing Folsom as a destination for recreational, cultural and event-based tourism has required significant budget, staff time and</p>

		<p>community resources. The proposed closure of Folsom Point is devastating to the tourism effort both due to its elimination of a key asset and the proposed duration of the closure. In short order, the very positive message that has been created around promoting Folsom will quickly transition to a sound bit: "Avoid Folsom at all Costs." Over a period of years, the message will become synonymous with the public's perception of this area and could be intractable. When the resources of Folsom Point are fully accessible at some future date, it will be very costly to re-educate the potential visitor.</p> <p>We believe the EIR/EIS document does not adequately address the impact of closing Folsom Point in particular, the financial impact resulting from both the loss of visitors to the area and the fact that it severely undermines the marketing efforts of the Folsom Tourism Bureau.</p> <p>Sincerely, Mary Ann McAlea Vice President</p>
<p>391</p>	<p>Anonymous</p>	<p style="text-align: center;">Citizens of Folsom statement of position On Possible closure of Folsom Point (previously known as Dike 8)</p> <p>As tax paying business people, citizens and home owners, we consider the choice of closing Folsom Point for the use as a staging area / construction site for the bureau of reclamation to do the necessary retrofits to the existing dam and to build the needed new spillway to be a significant threat to our livelihoods, health & quality of life. This threat is in the form of the bureau stated excessive pollution, traffic, noise, that will result from the dynamiting and large equipment movement. We are very concerned that there will also be structural damage to existing homes, pools, buildings from as well as significant drop in the value of our homes as a result of this proposal.</p> <p>[#391-1 Alternative Staging] This impact can and should be avoided by the use of the look out point located just south of the dam itself on the dam road that has already been closed to all Folsom traffic, which in itself caused a drastic reduction in area business revenues as well as an enormous traffic issues. We have already taken a large hit with the closure of the dam road, and we feel that the bureau can use that area with far less destruction and disturbance to our lives.</p> <p>In addition, this proposed 6-7 year closure, with all of its hazardous issues, was not publicized near well enough for us to respond.</p>
<p>392</p>	<p>Kerry L Miller</p>	<p>Dear Mt. Oliver, Mr. Victorine, and Ms. Bronson:</p> <p>The City of Folsom (City) is providing this written response to the Folsom Dam Safety and Flood Damage Reduction Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). The City understands the proposed project includes the construction of a gated auxiliary spillway and also, may include improvements and enhancements to the associated dams, dikes, and embankments around Folsom Lake. The purpose of the project is to improve the safety of Folsom Dam as well as reduce the risk of damage to the dam and these other flood-control facilities due to overtopping, seismic events, and seepage. In addition, this project will also improve the temporary storage capacity of the reservoir for flood control. The City fully recognizes the importance of this project and supports the goals of improved dam safety and flood damage reduction at Folsom Lake.</p> <p>[#392-1 NEPA/CEQA Significance Conclusion] However, after reviewing the DEIS/EIR, the City is concerned with the potential of significant negative impacts on Folsom due to the project. The DEIS/EIR examined five action alternatives and identified Alternative 3 as the "preferred alternative." This alternative considers the closure of Folsom Point for six years. Under both CEQA and NEPA, the</p>

	<p>lead agencies have a legal obligation to identify and analyze the significant environmental impacts to a less than significant level. (See Cal. Pub. Res. Code §§ 21081; CEQA Guidelines 15092; 40 C.F.R. 1502.14, 1502.16). In fact, CEQA precludes the approval or carrying out of a project that would result in significant effects on the environment unless mitigation measures are imposed to reduce the impacts to less than significant, or unless, after through study of potential mitigation measures, the approving agency determines the significant impacts are unavoidable and adopts a statement of overriding consideration, or determines that the mitigation measures are feasible, but outside the jurisdiction of the approving agency. (See Cal. Pub. Res. Code §§ 21081; see also 40 C.F.R. 1502.16 [federal lead agency must identify significant impacts that cannot be avoided through mitigation measures]). The City has concluded that the mitigation measures described in the DEIS/EIR do not adequately address the significant impacts of the project to this community that further study and imposition of addition mitigation measures is necessary; and, the scope of the project will have significant impacts on a variety of resources that are critical and of vital importance to the City. These comments are based on input from City staff and departments within their respective areas of expertise.</p> <p>The City's concerns center around seven major potential environmental impacts these are: Water Supply, Aquatic Resources, Terrestrial Vegetation and Wildlife, visual Resource, Transportation and Circulation, Noise, and Recreation Resources. Provided below, organized under each of these potential impacts, are brief narratives and comments including, in certain circumstances, recommended addition mitigation measures. The City respectfully requests that these comments be addressed and included in the final environmental document; and, that further mitigation measures be imposed to mitigate the significant impacts described below.</p> <p style="text-align: center;"><u>Section 3.2 Water Supply</u></p> <p><u>Issue:</u> Folsom Lake is the sole water source for the majority of the City. This water is conveyed to Folsom via the 42-inch above-ground Natomas raw water pipeline. (According to the DEIS/EIR, the California Department of Corrections, the U.S. Corps of Engineers' (USCOE Resident Office fire protection system, and San Juan Water district (SJWD) also receive their respective water supply from this same pipeline). The proposed auxiliary spillway crosses a portion of the Natomas pipeline requiring replacement of about 300 feet of the pipeline. The DEIS/EIR indicates this portion would be replaced by an above-ground pipeline, construction of which would result in temporary interruptions of water delivery to the City and SJWD. As described in the DEIS/EIR, the interruptions would be for less than one working day. Disruption of service from this pipeline to the City for any extended period of time would jeopardize the City's ability to provide water service to its customers. Temporary planned water outages can only be achieved during low water demand months (January and February). When outages are performed, an alternative supply or bypass system is required.</p> <p>[#392-2 Water Supply Line Relocation] Section 3.2 of the DEIS/EIR does not provide any information on the exact location of the portion of pipeline that is to be replaced, not does it discuss the issue of maintaining an ongoing supply of water to the City during construction of the new section of pipe. Additionally, it is not clear how the new replacement pipeline will "bridge" the auxiliary spillway. Also, there is not mention in the DEIS/EIR of a below-ground alternative for the pipeline. If located above the spillway, it is unclear regarding what measures will be taken to ensure that the pipeline will not be impacted by the spillway operation or other outside threats. Further detail is needed to explain how these issues will be addressed as well as an explanation of why a below-ground alternative for the pipeline alignment is not considered.</p> <p>In addition to the impacts from this project, a portion of the Natoma raw water pipeline is being realigned and replaced to accommodate a new bridge. The DEIS/EIR does not provide any information on how changes to the pipeline included as part of the bridge project may affect the replacement of the section of the pipeline affected by Dam Safety and Flood Damage</p>
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Reduction project. Further explanation of these impacts is needed.

In addition to the above comments, the city recommends that Mitigation Measure WS-1 be revised to include the following language: “any plans for temporary, schedule disruptions of water supplies associated with replacement of the Natomas raw water pipeline will be coordinated with the City. City concurrence is required for scheduling of any temporary disruptions in water supply deliveries.”

Section 3.4 Aquatic Resources

[#392-3 Folsom Point Borrow/] The DEIS/EIR on pages ES9 and 10 identified Folsom Point as a potential “borrow” site. While the scope of the “borrow” operations at this location is unclear, the City is concerned about how the borrowing would impact the use of Folsom Point and the potential impact to this area as a local fishing resource. Pages 3.4-15, 3.4-20, and 3.4-24 describe significant impacts to fisheries, particularly bass, due to deepening of the lake bottom near the shoreline. These areas are popular fishing spots; and, as the City understands it, efforts have been made in the past to improve the bass habitat at these locations. The impact of the “borrowing” operation on the fish habitat, particularly bass, adjacent to Folsom Point should be explained further. Additionally, mitigation measures should be imposed if found feasible.

Section 3.5 Terrestrial Vegetation and Wildlife

Issue: the city specifically recognizes the biological values of wetlands, riparian habitat, and native oaks. Folsom Point, areas surrounding it, and the land all the way to the Mormon Island Auxiliary Dam (MIAD) have significant oak trees and considerable wildlife including birds and deer. Section 3.5.2.2 includes local policies and ordinances for biological resources as a criteria of significance; but the DEIS/EIR does not specifically acknowledge the Folsom Municipal Code (FMC) Chapter 17.98 Wetland and Riparian Habitat Management and Chapter 12.16 Tree Preservation. The significance criteria includes: “conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy of ordinance.” Accordingly, the DEIS/EIR should evaluate the significance of impacts of oak tree loss and effects on riparian and wetland resources within the City 9chapters 12.16 and 17.98 respectively of the FMC). Both ordinances stress preservation of resources, and if impacted, rely on mitigation within the limits of the City (or, in the case of wetland or riparian habitat, it can be mitigated also within its Sphere of Influence).

[#392-4 Folsom Oak Mitigation] The City recommends that Mitigation Measure BIO-10 be modified to include language requiring that the oak tree adjacent to active construction zones be protected and securely fenced and that qualified arborists be available throughout the construction period to ensure that all construction activities are conducted in a manner to minimize impacts to protected trees, including the tree’s root zones.

The City is concerned about the impacts on wildlife in the area of this project, particularly with night operations, lights, and noise. The city believes additional mitigation measures should address these potentially significant impacts.

In addition, the city recommends that mitigation measures be included that requires coordination with the city Community Development Department to implement a mitigation plan for the loss of oak trees, wetlands and riparian habitat within the city consistent with Chapters 12.16 and 17.96 of the FMC.

Section 3.7 Visual Resources

Issue: [#392-5 Parapet Wall Graffiti Mitigation] the preferred Alternative 3 includes a potential 3.5-foot raise via a colored, concrete parapet wall. The city is concerned that a bare parapet wall might invite graffiti and related nuisances and could pose security concerns. The city suggests that a mitigation measure be included that either requires a funded graffiti abatement program in perpetuity, or the parapet wall be design in such that it is screen from public view by an earthen berm.

Section 3.9 Transportation and Circulation

Issue: the increased vehicle traffic generated by the project, particularly the volume of large trucks carrying heavy loads, will have potentially significant structural and operations impacts on City roads. Heavy moving loads increase the wear and tear on asphalt roadways and significantly reduce the useful life of such roads. These vehicles also take up more space on the roadway and accelerate/decelerate much slower than most vehicles, meaning that a single heavy truck can have the same effect on roadway level of service as several smaller vehicles. The city is also concerned that if Folsom Point remains open to the public, as is desired by the community, safety issues need to be more adequately addressed, particularly in those locations where public and project traffic intersect.

Section 3.9 of the DEIS/EIR indicates that the various project alternatives will increase Average Daily traffic (ADT) on several city arterials by between 300 and 400 daily trips. Many of these trips will be heavy trucks carrying gravel and rock between the project site and nearby quarries. While the document concludes that the resulting Level of Service (LOS) impacts will be less than significant, it is unclear if the document takes into consideration the added impact that these moving, heavy loads have on the physical integrity of the roads or the operational impacts associated with large, slow-moving vehicles.

Table 3.9-12 through 3.9-16 refer to route letter designations A through E in regard to daily workers' trips per construction year. No explanation is provided regarding the location of these routes and whether there are significant related impacts. Further detail is needed to clarify these issues.

Additionally, the ADTs cited in 3.9-86 through 3.9-93 are vastly inconsistent with the ADTs cited in Table 3.10-16 (Noise); this discrepancy should be clarified. The ADTs cited in Chapter 3.10 provide for up to 5,000 trips per day, but Chapter 3.9 does not indicate increases of more than 400 vehicles on any given road segment. It is also unclear if the vehicle trips associated with heavy trucks and daily workers on the project were treated as such in the LOS calculations; this should be explained in more detail.

[#392-6 Transportation Mitigation] Mitigation Measure T-1 is vague and should be more specific about the intersections to be studied, including which agency will be responsible for analysis and review, which agency will perform the recommended improvements and which agency will be responsible for funding those improvements. Currently, this mitigation measure lacks these important parameters and is, therefore, deficient.

The DEIS/EIR should provide more information on the volume of vehicular traffic that will be generated within the project site, particularly in areas where public access will be preserved. Based on this information, conclusions should be made on the potential traffic safety impacts to the public and possible mitigation measures. The location of the internal haul route is vague

and should be clarified. Regardless, if this haul route crosses a public access road, appropriate traffic control measures should be incorporated as mitigation, whether in the form of physical grade separation or a temporary traffic signal. Given the different operation periods for construction activities and peak recreation activities, it is possible a temporary traffic signal that assign right-of-way to construction traffic during the work week and functions in flashing yellow on weekends and holidays, may suffice; but, this require more information and analysis.

Furthermore, the City recommends that the following mitigation measures be added to the DEIS/EIR:

1. Heavy truck traffic in excess of 5 tons Gross Vehicle Weight Rating (GVWR) is prohibited from suing public roads that are not designed as a truck route unless it is the only route possible to reach the trip origin/destination; in that circumstance the driver must take the shortest distance from the nearest designated truck route.
2. The Bureau of Reclamation (BOR) should be responsible for preserving the integrity and safety of the public roads damaged by project-related traffic through
 - Periodic emergency repairs and, if deemed necessary by the City, resurfacing of affected roadways upon project completion. Roadways shall be returned to the condition they were in prior to the start of construction, including in-kind replacement of existing surface treatments, such as rubberized asphalt concrete (RAC) or open-grad asphalt concrete (OGAC).
 - Routine street sweeping following rock/gravel deliveries, taking necessary care to ensure that both vehicular and bicycle lanes are kept clear of rock and gravel. The street sweeping schedule shall be coordinated with and approved by the City.
3. In order to avoid exacerbating congestion issues, heavy trucks traveling to and from the project site should be prohibited from using the following road segments unless specifically authorized by the city:
 - Folsom Boulevard from US highway 50 to Greenback Lane
 - Greenback Lane from the Folsom city limit to Folsom –Auburn Road
 - Folsom-Auburn road from Greenback Lane to Folsom Dam Road
 - Iron Point Road from Folsom Boulevard to Empire Ranch Road
 - Blue Ravine Road from Folsom Boulevard to Oak Avenue Parkway
 - Empire Ranch Road from US Highway 50 to Sophia Parkway
4. If determined appropriate by the city, the lead agencies and/or their contractors shall pay a fee, to be determined and adopted by the City, to mitigate the impacts and damage to the City’s roadways resulting from this project.

Section 3.10 Noise

Issue: As acknowledged in the DEIS/EIR, construction noise may impact sensitive land used within the City. Accordingly, standard noise mitigation measures are included in the document to reduce the noise impacts to a less than significant level.

[#392-7 Noise Mitigation] In addition to the mitigation measures described in this section, the City recommends that affected residences and businesses receive 72-hour notification prior to scheduled blasting activity.

Blasting permits are processed through the City Police Department. Requests for a variance from the City's Noise Control Ordinance are processed through the Community Development Department.

Section 3.13 Recreation Resources

Issue: Folsom Point would be the main construction staging area along the reservoir's southern edge, including contractor work area, construction materials and equipment storage, borrow material storage, and a crushing and processing plant. In addition, an internal network of haul roads for the project is proposed to be developed with one portion of the haul route extending from the proposed auxiliary spillway through Folsom Point to MIAD and eventually to Brown's Ravine. All alternatives include a coffer dam in front of the Folsom Point boat launch effectively eliminating any boat launching at this location. According to the DEIS/EIR, these construction-related activities will result in the full closure of Folsom Point from fall 2007 through 2012. Due to this closure, public access to boat launching, picnic, and trail facilities will be curtailed. The number of loss visits at Folsom Point during this period is estimated to be 816,021. (To a lesser extent, construction-related activity will also impact public access to recreational facilities at Beals Point and Granite Bay. These impacts could indirectly affect Folsom.)

[#392-8 Recreation Mitigation] Without adequate mitigation, these actions could have direct and long-term devastating impacts on recreation resources supported and relied upon by the residents and businesses in Folsom. With the closure of the Dam Road four years ago, Folsom Point became the only public means of access to the Folsom Lake Recreation Area located within the City. Closure of the Dam Road caused significant negative impacts to the businesses and residents of Folsom. Closure of Folsom Point would further negatively impact these businesses and those residents which have come to rely on public access at this location.

Folsom Point is a highly used access point to Folsom Lake and, as previously mentioned, the only access point in Folsom. The City has a long history of promoting the use of the lake, and considers it a vital resource for community enjoyment and an important factor for tourism in Folsom. Folsom Point is used by thousands of visitors and residents to boat, jet ski, fish, hike, bike, picnic, and swim. The recent closure of the Ralph's Market at Blue Ravine Road and Natoma Street, just east of Folsom Point has significantly impacted the remaining businesses in that center who are struggling to continue to operate. Loss of Folsom Point as a recreational destination will further harm these remaining businesses, as well as those located at the new Raley's Center across the street.

It is the City's view that Folsom Point must remain open year round and all recreation amenities must remain accessible for minimizing the adverse effects of the project. Absent Folsom Point remaining open for all uses year round, additional study must be done and alternatives created to provide the maximum access, particularly during peak season (May through September).

[#392-9 Recreation Trails] The DEIS/EIR does not address pedestrian/bicycle use at Beals Point and Granite Bay. The City feels the pedestrian/bicycle trails at these locations are a significant regional resource that must remain open or alternative

routes offered at all times.

[#392-10 Reservoir Water Levels] The Environmental document also does not address maintenance of the water level during the construction activity timeframe. The City further believes it is very important to maintain the highest possible water levels at all times during this project for preserving the recreational aspects of Folsom Lake.

The DEIS/EIR describes, in general terms, development of a network of internal haul routes for construction purposes. While the approximate routes for these internal haul routes are depicted in Figure 2-15, the exact alignment, size, type, and configuration is unclear. As mentioned, previously, further explanation is needed that clarifies the final alignment for the proposed haul routes, as well as details any impacts these routes may have on existing wildlife and vegetation in the affected areas.

[#392-11 New Bridge Pedestrian Trail] More specifically, staff understands that construction of one of the proposed haul roads would result in a delay of over 6 years in construction of a portion of the planned Class I pedestrian/bicycle trail along the north side of the new Dam Road located between the existing vista/observation point and Dike 7. This delay would be a significant impact, since it would eliminate use of the new Class I pedestrian/bicycle trail on the new bridge and Dam Road for the length of the Folsom Dam Safety and Flood Damage Reduction project. It is important that the Class I pedestrian/bicycle trail begin constructed as part of the new bridge project be complete and functioning from Folsom/Auburn road to East Natoma Street as earlier as possible. The DEIS/EIR needs to explain how the project will impact this proposed Class I pedestrian/bicycle trail and what means will be employed to ensure this Class I pedestrian/bicycle trail is functional once the new bridge is open.

[#392-12 Dike 8 Cofferdam] There is no mention in chapter 3.13 regarding construction of a coffer dam at Dike 8. As shown in Figure 2-1 through 2-5, this coffer dam is so situated that it closes the channel providing waterborne access to the boat ramp at Folsom Point. Use of a coffer dam at this location should be either eliminated, or if truly necessary, explained further.

[#392-13 Folsom Point Mitigation] Mitigation Measure RC-3 should be revised to require that construction, staging, and processing areas proposed for Folsom Point be located to one or more of the following alternative sites: unused, unimproved area within Folsom Point, unused unimproved area adjacent to MIAD, undeveloped vacant private property adjacent to Folsom Point and MIAD, or a combination of any of the above alternative sites. Following the completion of the construction activity, proposed material processing and construction staging areas at or around Folsom Point should be converted into additional parking and picnic sites.

In addition, the DEIS/EIR also should explore alternative locations for construction-related activity at Beals Point to minimize disruptions for public access to recreational facilities. Design of truck haul routes at these locations to permit uninterrupted public access to recreation facilities needs to be explore further. The DEIS/EIR should also analyze conversion of the proposed material processing and construction staging areas at Beals Pint into addition parking and picnic sites.

Mitigation Measure RC-7 also should be revised to require that construction work be limited during peak seasonal use of the recreational facilities at Folsom Point, Beals Point, and Granite Bay to weekdays and non-holidays to minimize disruption to recreational uses at these locations.

Section 3.13.4 of the DEIS/EIR identifies preliminary mitigation measures for impacts to recreational resources. The City recommends that the following additional mitigation measures be added to the DEIS/EIR:

1. Realign proposed truck haul route to south of Folsom Point so as to not impact the boat launching and picnic area facilities. Design the rout through Folsom Point to eliminate conflicts between construction vehicular traffic and public vehicular access while also maintaining the protected oak trees at Folsom Point. One possible deign alternative that should be considered is construction of a culvert east of the existing Ranger Station along a natural swale that construction truck traffic would use to move unimpeded through Folsom Point to and from the auxiliary spillway and MIAD. If this alternative should prove to be not feasible, install a temporary traffic signal within the Folsom Point area to facilitate continuous public access to recreational facilities during construction-related hauling activity.
2. To address any displaced demand at Folsom Point for boat launching, construct temporary additional boating facilities (i.e., launch ramp and parking) at or around Browns Ravine.
3. The alignment of the proposed haul road between the auxiliary spillway and Browns Ravine should be coordinated with State Parks and City to ensure the alignment is consistent with the Class I pedestrian/bike trail planned along this route. Upon completion of the project, a Class 1 pedestrian/bike trail shall be constructed, per State Parks and City standards, in place of the haul road.
4. Per the City Bikeway Master Plan, a Class I pedestrian/bike trail is planned on the surface of Dikes 7 and 8 and MIAD as part of the Folsom Lake Trail. Consistent with this plan, raising of the dikes and dam shall be design to accommodate pedestrian and bicyclist use. No barriers shall put in place to eliminate pedestrian and bicycle access on the surface of the dikes and dam.
5. If a coffer dam is require at Dike 8, the DEIS/EIR should require widening and deepening of the channel to provide improved access to the dock and boat ramp at Folsom Point. Access via Folsom Point is imperative to preserve recreation resources in the City.

The City appreciates this opportunity to review and comment on the DEIS/EIR. The City is supportive of the purposes of the Dam Safety and Flood Damage Reduction project. In addition, the City is extremely appreciative of the BOR and the USCOE outreach efforts to the community during this comment process and willingness to meet and discuss possible solutions to the potential impacts associated with the project. These efforts, including the decision to extend the comment period to January 26, are indicative of the spirit of on-going, close cooperation and communication that exists between the City, BOR and USCOE.

However, the City is concerned that this project and the preferred alternative identified in the DEIS/EIR will have significant and adverse environmental impacts on Folsom. To lessen these impacts, a more thorough analysis of mitigation measures needs to be undertaken and additional mitigation measures must be implemented to lessen the impacts.

Consistent with Public Resources Code section 21177, the City reserves the right to provide further written and oral comment

		<p>on this matter at any time prior to the close of the public hearing on the project and before the issuance of any notice of determination. The City requests that you provide the City with notice of all such public hearings and meetings.</p> <p>Thank you for you consideration of these matters.</p> <p>Sincerely, Kerry Miller City Manager</p>
<p>393</p>	<p>Kelly Richardson</p>	<p>Dear Mr. Oliver:</p> <p>The proposed closure of Folsom Point recreation area during the 7 year construction of Folsom Dam improvements is not acceptable. [#393-1 Alternative Staging] Please comment on the following alternatives which were not included in the draft EIS/EIR:</p> <ol style="list-style-type: none"> 1) Alternatives that allow Folsom Point to remain fully open by relocating staging and processing area to the west side of Dike 8 or further west to Dike 7. 2) If Folsom Point closure is unavoidable then restricting the closure time to the off season period of Oct 1 – April 1. 3) If Folsom point closure is unavoidable then adopt congestion relief measures using Brown’s Ravine or Hobie Cove. 4) If Folsom Point closure is unavoidable then relieve congestion by adding facilities at Beal's Point and only close Folsom Point after the new bridge is completed at the end of 2008. 5) Route the haul road at Folsom Point out of the public areas and use a flagman crossing or an underpass at the park entrance road to minimize disruption and the resulting congestion. <p>Regarding the economic modeling used in the EIS/EIR there appears to be a significant under estimate of the local economic impact. The reduction in sales of large ticket items (homes, land, boats, vehicles, water toys) should be considered.</p> <p>Regarding the opportunity for public input it appears that local stakeholders were not notified of the project. In the future, please copy me on the official notices. Also please post notices at he entrances to Folsom Lake State Recreation areas as well as noticing local user or neighborhood associations.</p>
<p>394</p>	<p>Gregory L. Fuz</p>	<p>Dear Mr. Oliver, Ms. Victorine, and Ms. Bronson:</p> <p>El Dorado County has reviewed the extensive comments prepared by the City of Folsom regarding the above referenced project. We understand the concerns they have and believe that impacts to traffic and more importantly, loss of recreational facilities will also impact the citizens of El Dorado County.</p> <p>[#394-1 Alternative Staging] We support the proposed changes requested by the City of Folsom as well as the addition mitigation measures and request that they are reflected in the final EIR/EIS.</p> <p>Thank you for the opportunity to provide comments.</p> <p>Gregory L. Fuz, Director Development Services</p>

<p>395</p>	<p>Michael Myer</p>	<p>Dear Mr. Oliver,</p> <p>Subject: Draft Folsom Dam Safety and Flood Drainage Reduction EIS/EIR</p> <p>The County Sanitation District 1 (CSD-1) and Sacramento Regional County Sanitation District (SRCSD) have reviewing the pertinent sections of the subject document and have the following comments.</p> <p>[#395-1 Dam Release Impact to Downstream Facilities] Alternatives in the EIS/EIR that release large amounts of water into the American River may have significant damaging impacts on SRCSD facilities that cross under the river. A report, prepared August 13, 2002 by Ayres Associates, assessed the scouring of the American River for the Arden Sewer Force Main crossing under the lower American River. The primary purpose of the assessment was to estimate the vertical scour potential at the Arden Force Main crossing under the bed of the Lower American River near River Mile 7.3. Standard methodology for estimating scour published by the Federal Highway Administration in hydraulics Engineering Circulars number 18, 20, and 23 were used. The total scour depth was estimated for two flood events for peak discharges of 115,000 and 160,000 cubic feet per second (cfs). 150,000 cfs was used because it's the maximum capable outflow of Folsom Dam, and 160,000 cfs was used because it's the discharge at or near the point where levees are expected to breach. The total potential for scour that was estimated at the force main crossing is 31 ft below the existing channel bed for the 115,000 cfs event, and 36ft for the 160,000 cfs event.</p> <p>Currently SRCSD operates a parallel force main and triple siphon under-crossing. The Arden Force Main crossings are parallel 60-inch sewer force mains within twin 72-inch casings that convey as much as 100 million gallons of wastewater per day (MGD). The depth of the Arden Force Main ranges from 30 to 40 feet beneath the existing river bottom. The triple siphon under-crossing, known as the Northeast Interceptor Section 3, consists of triple 48-inch pipelines buried approximately 10 feet below the river bottom, constructed with 2 feet of rip-rap (large rocks) protection above the pipeline. The Northeast Section 3 Interceptor conveys as much as 75 MGD.</p> <p>Based on the potential of scour for 115,000 cfs and 100,000 cfs flood events, alternative that affect the aforementioned river under-crossings' ability to convey wastewater could have serious human health and environmental impacts. If you have any questions regarding these comments please contact me at (916) 875-7123.</p> <p>Sincerely, Michael Meyer Senior Engineer CSD-1/SRCSD Policy and Planning</p>
<p>396</p>	<p>Robert W Bense</p>	<p>Dear Mr. Oliver:</p> <p>The proposed closure of Folsom Point recreation area during the 7 year construction of Folsom Dam improvements is not acceptable. [#396-1 Alternative Staging] Please comment on the following alternatives which were not included in the draft EIS/EIR:</p> <ol style="list-style-type: none"> 1. Alternatives that allow Folsom Point to remain fully open by relocating staging and processing area to the west side of Dike 8 or further west to Dike 7.

		<p>2. If Folsom Point closure is unavoidable then restricting the closure time to the off season period of Oct 1 – April 1.</p> <p>3. If Folsom point closure is unavoidable then adopt congestion relief measures using Brown’s Ravine or Hobie Cove.</p> <p>4. If Folsom Point closure is unavoidable then relieve congestion by adding facilities at Beal’s Point and only close Folsom Point after the new bridge is completed at the end of 2008.</p> <p>5. Route the haul road at Folsom Point out of the public areas and use a flagman crossing or an underpass at the park entrance road to minimize disruption and the resulting congestion.</p> <p>Regarding the economic modeling used in the EIS/EIR there appears to be a significant under estimate of the local economic impact. The reduction in sales of large ticket items (homes, land, boats, vehicles, water toys) should be considered.</p> <p>Regarding the opportunity for public input it appears that local stakeholders were not notified of the project. In the future, please copy me on the official notices. Also please post notices at the entrances to Folsom Lake State Recreation areas as well as noticing local user or neighborhood associations.</p>
<p>397</p>	<p>John P Fondale</p>	<p>Dear Mr. Oliver: The proposed closure of Folsom Point recreation area during the 7 year construction of Folsom Dam improvements is not acceptable. (#397-1 Alternative Staging) Please comment on the following alternatives which were not included in the draft EIS/EIR:</p> <p>1. Alternatives that allow Folsom Point to remain fully open by relocating staging and processing area to the west side of Dike 8 or further west to Dike 7.</p> <p>2. If Folsom Point closure is unavoidable then restricting the closure time to the off season period of Oct 1 – April 1.</p> <p>3. If Folsom point closure is unavoidable then adopt congestion relief measures using Brown’s Ravine or Hobie Cove.</p> <p>4. If Folsom Point closure is unavoidable then relieve congestion by adding facilities at Beal’s Point and only close Folsom Point after the new bridge is completed at the end of 2008.</p> <p>5. Route the haul road at Folsom Point out of the public areas and use a flagman crossing or an underpass at the park entrance road to minimize disruption and the resulting congestion.</p> <p>Regarding the economic modeling used in the EIS/EIR there appears to be a significant under estimate of the local economic impact. The reduction in sales of large ticket items (homes, land, boats, vehicles, water toys) should be considered.</p> <p>Regarding the opportunity for public input it appears that local stakeholders were not notified of the project. In the future, please copy me on the official notices. Also please post notices at the entrances to Folsom Lake State Recreation areas as well as noticing local user or neighborhood associations.</p>
<p>398</p>	<p>Rich Rumsey</p>	<p>Shawn,</p>

		<p>I am a lifelong resident of Folsom, and I want to voice my disapproval of the proposal to close Folsom Point. Closure of the Dam Road has placed an unfair burden on Folsom already, but to compound it by closing Folsom Point and depriving us of our only access to Folsom Lake seems unconscionable. After all, it is FOLSOM LAKE (but you can't get there from Folsom?). Placer and El Dorado counties refuse to share in any of the expense of providing security to open the Dam Road, but it is their traffic that is choking our town. [#398-1 Alternative Staging] Why not use land around Beals Point or the open land in front of Mormon Island? Our businesses can not afford, and don't deserve to shoulder this additional burden. I am a Broker Associate with Prudential California Realty, and I worry about the affect on our home values, as well. We already face the bleak prospect of Intel doing a major lay off this year, and between the two forces, the financial impact on our town could be quite significant.</p>
<p>399</p>	<p>Ben Roth</p>	<p>Dear Mr. Oliver: The proposed closure of Folsom Point recreation area during the 7 year construction of Folsom Dam improvements is not acceptable. [#399-1 Alternative Staging] Please comment on the following alternatives which were not included in the draft EIS/EIR:</p> <ol style="list-style-type: none"> 1. Alternatives that allow Folsom Point to remain fully open by relocating staging and processing area to the west side of Dike 8 or further west to Dike 7. 2. If Folsom Point closure is unavoidable then restricting the closure time to the off season period of Oct 1 – April 1. 3. If Folsom point closure is unavoidable then adopt congestion relief measures using Brown's Ravine or Hobie Cove. 4. If Folsom Point closure is unavoidable then relieve congestion by adding facilities at Beal's Point and only close Folsom Point after the new bridge is completed at the end of 2008. 5. Route the haul road at Folsom Point out of the public areas and use a flagman crossing or an underpass at the park entrance road to minimize disruption and the resulting congestion. <p>Regarding the economic modeling used in the EIS/EIR there appears to be a significant under estimate of the local economic impact. The reduction in sales of large ticket items (homes, land, boats, vehicles, water toys) should be considered.</p> <p>Regarding the opportunity for public input it appears that local stakeholders were not notified of the project. In the future, please copy me on the official notices. Also please post notices at the entrances to Folsom Lake State Recreation areas as well as noticing local user or neighborhood associations.</p>
<p>400</p>	<p>William T Hetland</p>	<p>Dear Mr. Shawn Oliver:</p> <p>Thank you for the opportunity to comment on this Draft EIS/EIR. We acknowledge that the Folsom Joint Federal Project (JFP) is being developed to coordinate the efforts of both the U.S. Bureau of Reclamation (USBR) and the U.S. Army Corps of Engineers (Corps) for the long-term viability and safety of Folsom Dam and associated flood damage reduction benefits.</p> <p>[#400-1 Existing Conditions Operations] As we understand it, current flood control operations for Folsom Dam and Reservoir (including regulating criteria) are set out in the Corps' <i>Folsom Dam and Lake, American River, California Water Control Manual</i> (1987). In 1996, the Interim Flood Control Plan Diagram for Folsom Reservoir (a.k.a. Interim Flood Operations) was developed cooperatively between the USBR and the Sacramento Area Flood Control Agency (SAFCA). A significant component of the Interim Flood Operations was the</p>

		<p>variable 400,000 to 670,000 acre-feet empty space storage requirements for Folsom Reservoir which changed the then authorized storage space which was fixed at 400,000 acre-ft. As a 5-year Interim Agreement, this was intended to increase the available flood storage space in Folsom Reservoir to a maximum of 670,000 acre-feet depending on upstream storage conditions providing ostensibly, great flood storage relief during times of high runoff or reservoir inflow. Upon expiration in 2000, this Interim Agreement was extended for 2-years. From 2002-2004, however, no agreement was in place.</p> <p>In 2004, a new agreement was negotiated between the USBR and SAFCA to continue with the 400,000 – 670,000 acre-feet variable flood storage operation unless and until such time as the Corps implemented a new water control manual and associated new flood control diagram.</p> <p>Under this current agreement, the operational criteria (e.g., 400,000-670,000 acre-feet variable flood storage) will expire in 2018. Our current understanding is that, as part of this joint effort, the Corps will be developing an Updated Flood Management Plan and Flood Control Manual (e.g., a new flood control diagram).</p> <p>Regarding the interests of the El Dorado County Water Agency, Folsom Reservoir represents a key water supply source for a significant portion of the western slopes of El Dorado County.</p> <p>Accordingly, the El Dorado County Water Agency as well as the El Dorado Irrigation District hold strong and continuing vested interests in the long-term management, operation, and viability of this federal facility. Any change in reservoir operations that may affect the storage upon which the western slopes of El Dorado County depend is of significant interest to us. With a variety of water entitlements that depend on water year type and, therefore, indirectly on year-to-year reservoir carryover, any change in operation releases (vis-à-vis a new flood control diagram) could affect the degree with which we would be able to obtain full deliveries under our federal contracts.</p> <p>Consequently, as the Corps develops the Update Flood Management Plan and Flood Control Manual, the El Dorado County Water Agency will be very interested in ensuring that the operation assumptions used to develop a new flood control diagram carefully consider the demands, seasonal timing, and infrastructure requirements (both current and future planned) associated with the water supply needs of El Dorado County Water Agency and El Dorado Irrigation District. As an example, any forecast-based operation feasibility studies that contemplated the release from storage of water earlier, in advance of coming storms, must carefully consider the seasonal demand curve of El Dorado County purveyors, reservoir refill capabilities based on historical records, the sensitivity of the flood diagram <i>shoulder periods</i> (early spring and late fall), and the potential future changes in runoff hydrology from the American River basin resulting from long-term climatic variations.</p> <p>We look forward to reviewing the Final EIS/EIR and appreciate the opportunity to comment on this document. Please feel free to call me if you seek clarification on any of our comments.</p> <p>Sincerely, William T. Hetland, P.E. General Manager El Dorado County Water Agency</p>
401	Linda Freeman	To all of our honorable representatives:

		<p>RE: " PROPOSED" CLOSURE OF FOLSOM POINT STATE PARK (A.K.A. DYKE 8) by BUREAU OF RECLAMATION AND U. S. ARMY CORPS OF ENGINEERS.</p> <p>Please be advised that we, citizens of Folsom, CA, have been put on notice that a proposed closure of our park is scheduled for the fall of 2007. This proposal comes from the Bureau of Reclamation and the U. S. Army Corps of Engineers. It is our understanding that our beautiful park and recreation area will be used as a construction staging area for different work projects on the dam and Mormon Island Spillway by the Bureau and Army Corps of Engineers.</p> <p>It is our belief that this closure will have deep and dramatic effects on families, businesses, tourism and the environment. The consequences are far reaching. [#401-1 Recreation lake access closure.] This is a family community. We bring our children to the lake to walk, bike, swim, picnic, fish, boat and just enjoy nature. This scenario is repeated over and over again. Folsom Point is one of the reasons people buy homes in this area. This park is one of the jewels of Folsom. Bird Watchers frequent the park. [#401-2 Vegetation and Wildlife.] I might point out that even though the Bald Eagle is no longer on the endangered species list, it is still protected by the "Bald and Gold Eagle Protection Act". It is my understanding that one of the afforded protections is not to disturb the nesting area or flight pattern area. This needs more investigation. We have not been given adequate time to investigate the impact that this proposal will have on our environment. We have other migratory birds that now nest there as well. [#401-3 Air quality.] The environmental impact on our air quality could be dangerous for residents.] This is a pathway for many other animals as well. Rattlesnakes also reside at Folsom Point.</p> <p>[#401-4. Socioeconomics businesses.] The businesses in Folsom will definitely realize a financial impact. Our business owners look forward to the summer months when tourists and other lake traffic provide much needed revenue. Our businesses suffered with the closure of the Dam Road and now this may be the proverbial "straw" for financial loss. Business owners have expressed a great concern.</p> <p>We do not oppose positive improvements on the dam. We request a staging area that will not hurt so many families, businesses, wildlife, and real estate values. [#401-5 Public Involvement.] In all truth we have not been given adequate time in which to address these issues. Our first notice was on January 9th. 2007. We were advised that 3,000 flyers were sent out. This is a city with a population of 63,000. The deadline given to us to discuss the closure is January 22, 2007. That was essentially " no notice." We need counsel as to our rights and the right of the wildlife who cannot speak for themselves.</p> <p>We ask all of you, as our voice and representatives, to please aid us in this endeavor.</p> <p>We use this point multiple times a week from May to August and a few times per month during the winter. Our children need a place to have family barbeques in the picnic area. We need a place to walk our dog on the leash. We need easy access to a boat ramp. Folsom Point is a place our community needs to gather and enjoy family time. We need not have easy access to Granite Bay and the El Dorado Hills boat ramp cannot accommodate all of us. Please do not close Folsom Point.</p> <p>To all of our honorable representatives:</p>
402	Peter	<p>RE: " PROPOSED" CLOSURE OF FOLSOM POINT STATE PARK (A.K.A. DYKE 8) by BUREAU OF RECLAMATION AND U. S. ARMY CORPS OF ENGINEERS.</p>

		<p>Please be advised that we, citizens of Folsom, CA, have been put on notice that a proposed closure of our park is scheduled for the fall of 2007. This proposal comes from the Bureau of Reclamation and the U. S. Army Corps of Engineers. It is our understanding that our beautiful park and recreation area will be used as a construction staging area for different work projects on the dam and Mormon Island Spillway by the Bureau and Army Corps of Engineers.</p> <p>It is our belief that this closure will have deep and dramatic effects on families, businesses, tourism and the environment. The consequences are far reaching. [#402-1 Recreation lake access closure.] This is a family community. We bring our children to the lake to walk, bike, swim, picnic, fish, boat and just enjoy nature. This scenario is repeated over and over again. Folsom Point is one of the reasons people buy homes in this area. This park is one of the jewels of Folsom. Bird Watchers frequent the park. [#402-2 Vegetation and Wildlife.] I might point out that even though the Bald Eagle is no longer on the endangered species list, it is still protected by the "Bald and Gold Eagle Protection Act". It is my understanding that one of the afforded protections is not to disturb the nesting area or flight pattern area. This needs more investigation. We have not been given adequate time to investigate the impact that this proposal will have on our environment. We have other migratory birds that now nest there as well. [#402-3 Air quality.] The environmental impact on our air quality could be dangerous for residents. This is a pathway for many other animals as well. Rattlesnakes also reside at Folsom Point. [#402-4. Socioeconomics businesses.] The businesses in Folsom will definitely realize a financial impact. Our business owners look forward to the summer months when tourists and other lake traffic provide much needed revenue. Our businesses suffered with the closure of the Dam Road and now this may be the proverbial "straw" for financial loss. Business owners have expressed a great concern. We do not oppose positive improvements on the dam. We request a staging area that will not hurt so many families, businesses, wildlife, and real estate values. [#402-5 Public Involvement.] In all truth we have not been given adequate time in which to address these issues. Our first notice was on January 9th. 2007. We were advised that 3,000 flyers were sent out. This is a city with a population of 63,000. The deadline given to us to discuss the closure is January 22, 2007. That was essentially " no notice." We need counsel as to our rights and the right of the wildlife who cannot speak for themselves.</p> <p>We ask all of you, as our voice and representatives, to please aid us in this endeavor.</p> <p>Have all other avenues been exhausted? This seems crazy that closing the point for 7 years is our only choice. Business will suffer worse than the closing of the Dam Road. Home values will erode. It should NOT be up to citizens to come up with alternatives. What about using land behind the P.I.A as staging area?</p>
<p>403</p>	<p>Robin Clary</p>	<p>Hello, You have got to be kidding!!! [#403-1 Recreation lake access closure] Now you are closing Folsom Point...one of the good things in town during the hot summers. [#403-2 Traffic] First the city over builds so the roads are crowded. Then the Dam Road is closed, so it is not just crowded, but there is gridlock throughout the town. [#403-3 Remaining lake access] Now they want us to drive our boats across the already crowded bridge to Granite Bay. Don't even mention Brown's Ravine. That dock is crowded on a good day. [#403-4 Alternative Staging] In this day in age, with high tech engineering, are going to tell me that there is not another way? I have bought yearly passes 16 years. My parents have bought longer than that. I know that recreation is not the goal for the lake, however, there has to be revenue from all the passes sold. I have never had a problem paying for them because I felt it went to keeping our beautiful lake maintained. My mistake..it was never "our" lake. It is not controlled by me, or anyone who cares about me. You take away my access and it seems, tried to hide that fact I come home from vacation and it is the first I have heard about it. Unfortunately I was not home when the petitions were signed and they were picketing. Folsom is becoming a town that offers very little. I'm not surprised. Folsom citizens seem to always get the shaft.</p>

		Robin Clary 110 Haskins Court Folsom 916-983-7245
404	Paul & Connie Freese	<p>We do not oppose positive improvements on the dam. We request a staging area that will not hurt so many families, businesses, wildlife, and real estate values. [#404-1 Public Involvement.] In all truth we have not been given adequate time in which to address these issues. Our first notice was on January 9th, 2007. We were advised that 3,000 flyers were sent out. This is a city with a population of 63,000. The deadline given to us to discuss the closure is January 22, 2007. That was essentially “no notice.” We need counsel as to our rights and the right of the wildlife who cannot speak for themselves.</p> <p>We have built 2 custom houses in Briggs Ranch over the last 16 years because we have loved the access & recreation that Folsom Point has given us in the raising of our 4 daughters. We go for daily walks there & have enjoyed years of boating on the lake- We have invested close to if not over a million dollars in the building of these homes & quite frankly would not want to live anywhere else in Folsom or Sacramento but here. If this construction takes place for the period of time your project we will have no alternative but to move & take our family, business, and livings elsewhere. I project that will be the path MANY will follow if this happens.</p>
405	Steve & Jan Volker	<p>Dear Shawn Oliver,</p> <p>[#405-1 Public Involvement.] Would you be willing to help us here in Folsom with finding an alternate site for staging and construction equipment for the retrofitting of Folsom Dam? Folsom has already been negatively impacted by the closure of the Dam Road & the overlook parking & access area. Closing our only other real access to the lake would be only what we would call tragic for families who moved here knowing there was lake access for picnics, swimming, walks with kids, camp fires, boating, viewing and watching sunsets and taking visitors to Folsom. Please encourage the construction people and the engineers to find another staging site or another way to use the alternatives that the Folsom City Council has proposed. They should flex a little and make it possible that they should not do such a drastic closure of our one park & picnic & access area to our Folsom Lake.</p>
406	Joseph Hurley	<p>Thank you for sending the Folsom Dam Safety and Flood Damage Reduction Draft Environmental Impact Study/Environmental Impact Report (DEIR) to the Sacramento Metropolitan Air Quality Management District (District) for review and comment. District staff comments follow.</p> <p>[#406-1 Air Quality.] Section 3.3, page 7 of the DEIR contains Table 3.3-4 which summarizes General Conformity de minimis Thresholds. Please note that the thresholds listed in this table may change as a result of the United States Court of Appeals for the District of Columbia decision, December 22, 2006 in South Coast Air Quality Management District v. Environmental Protection Agency (Case number 04-1200).</p> <p>Section 3.3 (Air Quality) page 10 of the DEIR state:</p> <p>“If project construction NOx emissions exceed 85 lbs/day, then a standard set of construction mitigation measures must be incorporated into the Draft EIR and mitigation monitoring and reporting program (MMRP). The inclusion of these measures allows the applicant to assume a 20 percent reduction in NOx emissions from construction activities. If the mitigated NOx emissions still exceed 85 lbs/day, SMAQMD’s policy is to charge a mitigation fee of \$14,300/ton of excess (greater than 85 lbs/day) NOx emissions.”</p> <p>Because this project is anticipated to generate significant emissions of criteria pollutants, it is likely that the District will need to devote significant staff resources for administration of the mitigation program. Consequently, the district recommends that this project utilize the updated fee calculation methodology scheduled to commence on February 15, 2007. The updated fee calculation methodology includes an administrative fee that will offset district expenditures related to this project. The updated fee calculator can be downloaded from the following internet site: http://www.airquality.org/cega/index.shtml#MitFees.</p>

		<p>As identified in section 3.3, page 26, the meteorological data used in the dispersion analysis is based on Lakes Environmental Webmet. Please note that SMAQMD has not reviewed the Lakes data for accuracy, and does not endorse it, or any other specific data, at this time. However, we recognize that Lakes data is commonly used as a source of meteorological data for environmental documents.</p> <p>Section 3.3, page 35 of DEIR lists "AQ-5" (use of emulsified or aqueous diesel fuel) as a potential measure to mitigate NOx emissions resulting from the project. This mitigation measure is infeasible because this type of diesel fuel is not available in the Sacramento Area. The district recommends that this mitigation measure be omitted in the Final EIR/EIS.</p> <p>Section 3.3, page 38, includes a discussion of a particulate matter. The district recommends changing the discussion of the particulate matter modeling results to provide a more thorough disclosure of the project's impact. The district suggests using the following language: "The project's impact (with mitigation) on the 24-hour PM2.5 concentrations is up to 40% of the NAAQS. This impact contributes to existing violations of the NAAQA occurring in the area." This would replace the current language.</p> <p>Appendix E in Volume II of the DEIR contains detailed tables of anticipated emissions of criteria pollutants from various types of construction equipment that will be used on the project site. The total amount of anticipated emissions is calculated using estimates based on the duration of equipment use, year of use, and emission factors from the District's 1994 CEQA guidance document. Since the release of the 1994 document, updated emission factors that better reflect actual emission rates from off-road vehicles during the period of active construction have become available. The District provided up to date emission factors to project staff and the District recommends that the final EIR/EIS utilize these updated emission factors.</p> <p>Please contact me at 916-874-2694 or jhurley@airquality.org if you have questions regarding district comments on this project.</p> <p>Sincerely,</p> <p>Joseph Hurley Assistant Air Quality Planner/Analyst Sacramento Metropolitan Air Quality Management District</p> <p>Cc Larry Robinson SMAQMD</p>
<p>407</p>	<p>Christopher Hodges</p>	<p>RE: Summary of Comments on Folsom Dam Safety and Flood Reduction EIS/EIR</p> <p>Dear Mr. Oliver:</p> <p>Attached are 4 letters of comments I have on the Folsom Dam Safety and Flood Reduction Draft EIS/EIR. I divided the comments into four letters by subject (Congestion, Economic Modeling, Staging and Notices) to assist in your distribution to the appropriate responsible individuals. I have not fully considered all issues but felt it was most important to get comments in before Monday's deadline. I may submit additional comments at a later time.</p> <p>I sincerely appreciate the hard work that your organizations have invested in this project, the cost savings you have achieved and the</p>

rapid speed in which the project has been assembled. I thank you for the time you have spent in the last week and a half discussing the project with myself and the community.

There is just this one little issue... the closure of Folsom Point. Thank you again for your time and dedication.

Respectfully,

Christopher Hodges
Vice President
Brothers Boats- Sacramento
RE: Comments on Folsom Dam Safety and Flood Reduction EIS/EIR – Staging

Dear Mr. Oliver:

[#407-1 Alternative Staging.] The following are comments on the Folsom Dam Safety and Flood Reduction Draft EIS/EIR regarding construction staging on the east side of Folsom Lake. No alternatives were considered that avoided major impacts to Folsom Point public access. I would appreciate responses to the following suggestions on maintaining Folsom Point public access:

- 1) Relocating the staging area to the west side of Dike 8
- 2) Relocating the staging area to the east of Dike 7 (lake side).
- 3) Relocating the staging area to the west of Dike 7.
- 4) Relocating the staging area to the south of Folsom Point or south of MIAD with a haul road that allows continued public access to Folsom Point.
- 5) Relocating the staging area to the northeast of MIAD with a haul road described in suggestion 4.

Respectfully,

Christopher Hodges
Vice President
Brothers Boats – Sacramento
RE: Comments on Folsom Dam Safety and Flood Reduction EIS/EIR – Congestion

Dear Mr. Oliver:

The following are suggested alternatives for the Folsom Dam Safety and Flood Reduction Draft EIS/EIR regarding congestion issues:

- 1) Maintain full public access to Folsom Point by relocating the staging and processing areas to the west side of Dike 8 or further west to Dike 7.
- 2) If Folsom Point closure is unavoidable then the closure time should be restricted to the off season period of Oct 1-April 1.
- 3) If Folsom Point closure is unavoidable then adopt congestion relief measures that utilize Brown's Ravine or Hobie Cove.
- 4) If Folsom Point closure is unavoidable then relieve congestion by adding facilities at Beal's Point and only close Folsom Point

	<p>after the new bridge is completed at the end of 2008.</p> <ol style="list-style-type: none"> 5) Route the haul road at Folsom Point out of the public areas and use a flagman crossing or an underpass to cross the park entrance road to minimize loss of use at Folsom Point and the resulting congestion around Folsom Lake. 6) Relocate public facilities to the area northeast of MIAD but south of Brown's Ravine. <p>Respectfully,</p> <p>Christopher Hodges Vice President Brothers Boats – Sacramento RE: Comments on Folsom Dam Safety and Flood Reduction EIS/EIR – Notices</p> <p>Dear Mr. Oliver:</p> <p>[#407-2 Public Involvement.] The following are comments on the Folsom Dam Safety and Flood Reduction Draft EIS/EIR regarding notices given and future notices:</p> <ol style="list-style-type: none"> 1) The comment period should be extended for at least 30 days. 2) Public notice was not adequate regarding possible closure of Folsom Point. Our business received no direct notice. No notices describing the potential closure were published in local papers or covered in press releases. 3) No notice of possible closure was posted at Folsom Point until an ad-hoc flier appeared early this week. 4) In the future, I would like to receive notices directly. 5) Local community and user associations should receive notices directly. 6) Neighboring property owners and neighborhood associations within proximity to the affected areas (1000 feet?) should receive direct notification. 7) As the project moves forward please involve our organization before setting times during which access to Folsom Lake may be restricted. <p>Respectfully,</p> <p>Christopher Hodges Vice President Brothers Boats – Sacramento RE: Comments on Folsom Dam Safety and Flood Reduction EIS/EIR – Economic Model</p> <p>Dear Mr. Oliver:</p> <p>[#407-3 Socioeconomics.] The following are comments on the Folsom Dam Safety and Flood Reduction Draft EIS/EIR Economic Modeling:</p> <ol style="list-style-type: none"> 1) There appears to be a significant under-estimate of the local economic impact. The reduction in sales of large ticket items
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		<p>(homes, land, boats, vehicles, water toys) should be considered.</p> <ol style="list-style-type: none"> 2) The annual "retail effect" listed in Table 4-14 at \$174,500 is very low. The impact on our business alone (extrapolated from the losses caused by the closure of Folsom Dam Road and closing of the Folsom Lake during the past flood gate failure) we estimate at more that \$500,000 per year. 3) The economic model only examines the regional "tri-county" effect yet the losses are primarily in the City of Folsom and the gains are regional. The modeling should explicitly examine the net effect to the City of Folsom. 4) The gains and losses shown in Table 4-24 which imply a net economic gain during construction will mislead readers considering comments 1-3 above. <p>Respectfully,</p> <p>Christopher Hodges Vice President Brothers Boats – Sacramento</p>
408	John M. Sanfilipia	<p>[#408-1 Alternative Staging.] As a Resident of Folsom I urge the Bureau of Reclamation to find an alternative site to stage improvement operations to the Folsom Dam. In the spring and the summer I use Folsom Point as a place to fish and launch my boat from. If Folsom Point is closed I will no longer purchase an annual recreational pass for access to the lake and I will not stand in line at Brown's Ravine or any other launch facility to launch a boat (economic impact). Additionally Folsom lake is open to the public and access to it should remain in the public's domain. Completing the work from another staging area makes sense! This would allow continued access to the lake at Folsom Point for fisherman, recreational boaters, and those using the picnic areas.</p>
409	Rob Langbehn	<p>The proposed closure of Folsom Point recreation area during the 7 year construction of Folsom Dam improvements is not acceptable. [#409-1 Alternative Staging.] Please comment on the following alternatives which were not included in the draft EIS/EIR:</p> <ol style="list-style-type: none"> 1) Alternatives that allow Folsom Point to remain fully open by relocating staging and processing area to the west side of Dike 8 or further west to Dike 7. 2) If Folsom Point closure is unavoidable then restricting the closure time to the off season period of Oct 1-April 1. 3) If Folsom Point closure is unavoidable then adopt congestion relief measures using Brown's Ravine or Hobie Cove. 4) If Folsom Point closure is unavoidable then relieve congestion by adding facilities at Beal's Point and only close Folsom Point after the new bridge is completed at the end of 2008. 5) Route the haul road at Folsom Point out of the public areas and use a flagman crossing or an underpass at the park entrance road to minimize disruption and the resulting congestion. <p>Regarding the economic modeling used in the EIS/EIR there appears to be a significant under estimate of the local economic impact. The reduction in sales of large ticket items (homes, land, boats, vehicles, water toys) should be considered.</p> <p>Regarding the opportunity for public input it appears that local stakeholders were not notified of the project. In the future please copy me on the official notices. Also please post notices at the entrances to Folsom Lake State Recreation areas as well as noticing local user or neighborhood associations.</p>
410	Jeffrey Paylor	<p>The proposed closure of Folsom Point recreation area during the 7 year construction of Folsom Dam improvements is not acceptable. [#410-1 Alternative Staging.] Please comment on the following alternatives which were not included in the draft EIS/EIR:</p>

		<ol style="list-style-type: none"> 1. Alternatives that allow Folsom Point to remain fully open by relocating staging and processing area to the west side of Dike 8 or further west to Dike 7. 2. If Folsom Point closure is unavoidable then restricting the closure time to the off season period of Oct 1-April 1. 3. If Folsom Point closure is unavoidable then adopt congestion relief measures using Brown's Ravine or Hobie Cove. 4. If Folsom Point closure is unavoidable then relieve congestion by adding facilities at Beal's Point and only close Folsom Point after the new bridge is completed at the end of 2008. 5. Route the haul road at Folsom Point out of the public areas and use a flagman crossing or an underpass at the park entrance road to minimize disruption and the resulting congestion. <p>Regarding the economic modeling used in the EIS/EIR there appears to be a significant under estimate of the local economic impact. The reduction in sales of large ticket items (homes, land, boats, vehicles, water toys) should be considered. Regarding the opportunity for public input it appears that local stakeholders were not notified of the project. In the future please copy me on the official notices. Also please post notices at the entrances to Folsom Lake State Recreation areas as well as noticing local user or neighborhood associations.</p>
<p>411</p>	<p>Nicole Johnston</p>	<p>The proposed closure of Folsom Point recreation area during the 7 year construction of Folsom Dam improvements is not acceptable. [#411-1 Alternative Staging.] Please comment on the following alternatives which were not included in the draft EIS/EIR:</p> <ol style="list-style-type: none"> 1. Alternatives that allow Folsom Point to remain fully open by relocating staging and processing area to the west side of Dike 8 or further west to Dike 7. 2. If Folsom Point closure is unavoidable then restricting the closure time to the off season period of Oct 1-April 1. 3. If Folsom Point closure is unavoidable then adopt congestion relief measures using Brown's Ravine or Hobie Cove. 4. If Folsom Point closure is unavoidable then relieve congestion by adding facilities at Beal's Point and only close Folsom Point after the new bridge is completed at the end of 2008. 5. Route the haul road at Folsom Point out of the public areas and use a flagman crossing or an underpass at the park entrance road to minimize disruption and the resulting congestion. <p>Regarding the economic modeling used in the EIS/EIR there appears to be a significant under estimate of the local economic impact. The reduction in sales of large ticket items (homes, land, boats, vehicles, water toys) should be considered. Regarding the opportunity for public input it appears that local stakeholders were not notified of the project. In the future please copy me on the official notices. Also please post notices at the entrances to Folsom Lake State Recreation areas as well as noticing local user or neighborhood associations.</p>
<p>412</p>	<p>Joseph and Jeanette Abbate</p>	<p>We definitely support the building of a new bridge, but our community has suffered enough. [#412-1 Recreation Site Closure] We believe there may be other sites that are usable without taking away our recreation area and lake access, e.g the old "Look-out point" on the now closed Dam Road.</p> <p>We understand officials of the city of Folsom have offered three alternatives to the use of Folsom Point, Beals Point or Granite Bay recreation areas. The use of our recreation areas should only be considered when there are absolutely no other possible alternatives. Thank you for taking the time to read this.</p>
<p>413</p>	<p>Scott Schaffer</p>	<p>My family and I moved up here to Folsom for the primary reason of being close to the lake and the Folsom Point boat launch. We purchased our home in the Parkway as apposed to other areas of less cost so we would have such easy access to the lake and launch. The thought of trying to get out early enough to launch from the other launch this side of the lake is terrible. Driving around to try and get out of Granite Bay side leaves us in similar circumstances. We moved away from a city where you had to "try" and get to</p>

		<p>the lakes early enough before the parking lots filled and closed for the day. Many other residents of Parkway also feel a huge part of why we moved to this track in particular is now being taken away. Is there not enough open land in other parts of the lake that would not cause all of us to loose the ramp? I can not imaging the cost vs. alternate ares could be so impactful to cause an entires citys boating population to loose there ramp for 7 years!</p> <p>[#413-1 Recreation Site Closure] I' am discouraged and disapointed at the lack of effort for not designing alternate plans. Rather, the plans simply take away from Folsom residents. How will this effect our homes values? And if this does effect values, how is this to be compensated.</p>
414	Katrina Jackman	<p>Don't you think Folsom has had enough? [#414-1 Recreation Site Closure] First you close the Dam Road and now you are considering Folsom Point. Do you plan on financially helping all those residents and business effected? I really do not think they can take one more thing. Around the corner is the building of the new bridge. This will also make if difficult in Folsom and the surrounding areas. Enough is enough. Please come up with one plan that incorporates all the pieces before you start throwing darts at what to do without taking into account how your decisions effect those around the job sites. How about storing your equipment at the prison? They have lots of land. While your at it you could consider actually planning the bridge we all have been promised.</p>
415	Daniel M Corcoran – El Dorado Irrigation District	<p>Re: Folsom Dam Safety and Flood Damage Reduction Project Draft EIR/EIS Comments</p> <p>Dear Mr. Oliver and Ms. Victorine:</p> <p>The El Dorado Irrigation District (EID) has reviewed the draft Environmental Impact Report (EIR) / Environmental Impact Statement (EIS) completed for the Folsom Dam Safety and Flood Damage Reduction Project. Folsom Reservoir serves as the primary water supply source for the western portion of EID's service area. As such, EID submits the following comments related to water quality impacts associated within construction in the reservoir and water supply impacts associated with placement of additional fill in the reservoir.</p> <p><u>Water Quality</u> [#415-1 Water Quality] Section 3.1 of the EIR/EIS discusses potential water quality impacts and potential mitigation measures to meet Basin Plan standards. Specifically, this section includes mitigation measures with best management practices (BMPs) and monitoring plans to minimize water quality impacts during in-reservoir borrow excavation and placement of fill. The Environmental Compliance Monitoring Plan described in Section2 of the EIR/EIS should specify a procedure for notifying affected parties that treat water from the reservoir for consumptive purposes if implementation of BMPs and monitoring do not succeed in protecting water quality. This action is necessary for the affected parties to take the appropriate actions necessary to ensure proper water treatment.</p> <p><u>Water Supply</u> [#415-2 Water Supply] Section 3.2 of the EIR/EIS discusses potential water supply impacts and potential mitigation measures necessary to maintain water supply during construction and subsequent operation. According to the EIR/EIS, Folsom Reservoir supplies about 140,000 acre-feet of municipal and industrial water supply and up to 1,243 acre-feet of reservoir capacity may be replaced with fill through implementation of each project alternative. The EIR/EIS states that during construction and post-construction water allocations and timing of deliveries to Central Valley Project contractors, including EID, would remain the same as existing conditions. The EIR/EIS should specify how the reduction in storage volume will be handled in modeling analysis, such as CalSim-II, when determining availability of water for existing and future water service or Warren Act contracts to demonstrate that water allocations and timing of deliveries will not be affected.</p>

		<p>[#415-3 Water Supply Infrastructure] The EIR/EIS lists the water contractors from Folsom Reservoir and point of delivery for water contractors diverting from the Natomas Pipeline. However, there is no information provided for water contractors diverting from other locations within Folsom Reservoir. EID diverts water through a pump station located within Folsom Reservoir on U.S. Bureau of Reclamation property between Brown's Ravine and New York Creek tributaries. Any dam raises discussed through project alternatives should address potential impacts to water supply through inundation of infrastructure such as the EID pump station.</p> <p>Thank you for the opportunity to comment on the Draft EIR/EIS for the Folsom Dam Safety and Flood Damage Reduction Project. If you have any questions, please contact me at (530) 642-4082.</p> <p>Sincerely, Daniel M. Corcoran Environmental Review Division Manager</p> <p>DMC:le</p>
<p>416</p>	<p>Laura Fuji USEPA</p>	<p>Dear Mr. Oliver:</p> <p>The U.S. Environmental Protection Agency (EPA) has reviewed the above project pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act. Our comments are provided in accordance with the EPA-specific extension granted by you on January 8 (email verification received on January 17) from January 22, 2007 to January 29, 2007. We greatly appreciate the additional time provided for our review. Our detailed comments are enclosed.</p> <p>Based upon our review, we have rated this DEIS as EC-2, Environmental Concerns – Insufficient Information (see attached “Summary of the EPA Rating System). We have concerns with the potential adverse effects of the proposed project on air quality. We urge implementation of aggressive mitigation measures to reduce project-related emissions to the maximum extent feasible. Furthermore, the required General Conformity Determination should be included in the Final EIS (FEIS).</p> <p>A number of actions were evaluated at a programmatic level pending completion of the detailed engineering design. Actions such as the updated Folsom Facilities operations manual and Auxiliary Spillway dredging are of specific interest to EPA given their potential water quality effects. We request notification of these actions and receipt of the project-level environmental documentation.</p> <p>The Folsom Dam Safety and Flood Damage Reduction Project integrates the engineering solutions addressing hydrologic control, seismic, and static issues authorized in the US Corps of Engineers Folsom Dam Modification and Folsom Dam Raise projects. EPA comments regarding these projects are enclosed for your reference and consideration.</p> <p>We appreciate the opportunity to review this DEIS. Please send two copies of the FEIS to the above address (mail code: CED-2) when it is released for public review. If you have questions, please call Nova Blazej, the new Manager of the Environmental Review Office, at 415-972-3846, or Laura Fujii, the lead reviewer for this project, at 415-972-3852, or at fujii.laura@epa.gov.</p> <p>Sincerely,</p>

Paula Bisson, Manager
 Environmental Review Office
 Communities and Ecosystems Division

SUMMARY OF EPA RATING DEFINITIONS

This rating system was developed as a means to summarize EPA's level of concern with a proposed action. The ratings are a combination of alphabetical categories for evaluation of the environmental impacts of the proposal and numerical categories for evaluation of the adequacy of the EIS.

ENVIRONMENTAL IMPACT OF THE ACTION

“LO” (Lack of Objections)

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

“EC” (Environmental Concerns)

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

“EO” (Environmental Objections)

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or new alternative). EPA intends to work with the lead agency to reduce these impacts.

“EU” (Environmentally Unsatisfactory)

The EPA review has identified adverse environmental impacts that are sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

ADEQUACY OF THE IMPACT STATEMENT

“Category 1” (Adequate)

EPA believes that the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

“Category 2” (Insufficient Information)

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to

fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be identified in the final EIS.

“Category 3” (Inadequate)

EPA does not believe that the draft EIS adequately assess potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purpose of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

EPA DETAILED COMMENTS, DEIS FOLSOM DAM SAFETY AND FLOOD DAMAGE REDUCITON PROJECT, FOLSOM, CA, JANUARY 22, 2007

Air Quality Comments

Implement aggressive air quality mitigation measure and include the General Conformity Evaluation in the Final Environmental Impact Statement. The project area is located in an area designed as non-attainment for ozone and fine particulate matter. Construction-related emissions of nitrogen oxides (NOx), a precursor for ozone, and particulate matter less than 10 and 2.5 microns in diameter (PM10) and PM2.5) would exceed Federal and/or California air quality standards (pps. 3.3-29 to 3.3-37). Mitigation measures are necessary to reduce these adverse emissions. Even with mitigation, NOx, PM10 and carbon monoxide (CO) emissions would be greater than the General Conformity *de minimis* thresholds, triggering the requirement for a full general conformity evaluation for the selected preferred alternative prior to the Record of Decision (ROD) (p. 3.3-37). We note that the incremental effects of the NOx, PM10, and CO emissions would be significant under the cumulative condition (p. 3.3-38).

Recommendations:

[#416-1 Air Quality Conformity and Mitigation] EPA recommends aggressive implementation of all feasible mitigation measures to address exceedances of air quality standards. The FEIS should include a detailed mitigation plan providing an implementation schedule, the responsible parties, and monitoring and reporting requirements.

We recommend that required General Conformity Determination be included in the final environmental impact statement (EIS) with a description of the mitigation/offset measures that will be implemented prior to the project start date.

The FEIS should also include a description of the projected operational emissions that will be generated by the completed project.

NEPA Compliance

Commit to future NEPA compliance for project changes. Alternative 5 would raise the Folsom facilities by 17 feet in order

	<p>to increase the reservoir capacity to contain the Probable Maximum Flood. While we recognize this would be a “dry” raise providing for an increase in flood storage capacity, there is concern with the potential future conversion of this storage and flood surcharge space to water supply or multipurpose use (“wet” dam raise). Of specific concern is the potential for changes in use without appropriate public and environmental review.</p> <p>Recommendation: [#416-2 Future NEPA Compliance] We recommend the FEID and ROD include a commitment to future NEPA compliance, with appropriate public review processes, prior to any decision to modify the use of the additional flood storage capacity.</p> <p><u>General Comments</u></p> <p><i>Notify EPA of supplemental environmental documentation.</i> A number of actions were evaluated at a programmatic level pending selection of the final preferred alternative and completion of the detailed engineering design. For example, the lead agencies plan to complete a revised water plan and control manual (p. 1-9), and the US Corps of Engineers (Corps) may dredge the proposed Auxiliary Spillway approach 40 feet deeper than planned by the Bureau of Reclamation (Reclamation) (p. 3.10-18). Both future actions would be evaluated in supplemental NEPA compliance documentation. EPA has interest in these actions, given their potential effects on water quality and beneficial uses within Folsom Reservoir and downstream in the American River.</p> <p>Recommendation: [#416-3 Updated Flood Management Plan] Please send two copies of the supplemental environmental compliance documentation and a copy of the Final Updated Flood Management Plan to the address above (mail code: CED-2) when they are released for public view.</p> <p><i>Document final decisions in separate Joint Federal Project, Reclamation, and Corp Record of Decisions.</i> The DEIS evaluates a Joint Federal Project that will meet Reclamation’s dam safety hydrologic objective and the Corp’s flood damage reduction objective, plus a range of alternative that address other stand-alone flood damage reduction, dam safety, and security actions (p. 1-25).</p> <p>Recommendation: [#416-4 Clear Project Definition and Responsibilities] The FEIS should clearly identify the specific decisions and responsible parties for the Joint Federal Project and stand-alone flood damage reduction, dam safety, and security actions. We recommend the final decisions be documented in three distinct Record of Decisions for the Joint Federal Project, Reclamations’ stand-alone actions, and the Corps’ stand-alone actions.</p> <p><i>Complete and include in the FEIS all Federal requirements.</i> Various Federal requirements will be completed prior to completion of the FEIS or ROD. For instance a draft US FWS biological opinion will be obtained prior to completion of the Final EIS/EIR and a General Conformity Determination completed prior to issuance of the ROD (pp. 1-32 to 1-35).</p> <p>Recommendation:</p>
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		<p>[#416-5 NEPA Process Coordination]The NEPA process is intended to assist public officials make decisions that are based on an understanding of the environmental consequences, and take actions that protect, restore, and enhance the environment (40 CFR Part 1500.1(c). We recommend that information sources such as the US FWS Biological Opinion and General Conformity Determination be completed prior to the ROD and included in the FEIS.</p>
417	Jan and Steve Volker	<p>Dear Becky Victorine –</p> <p>[#417-1 Alternative Staging] I am writing to request that you could help us if you would be willing. Many, many (in fact the vast majority) of Folsom residents request that you and some other creative engineers could find an alternative place for a staging area for construction equipment rather than closing our one access to Folsom Lake—Folsom Point. Please listen to our city council who has 3 other places.</p> <p>Folsom has already had much negative impact from the closure of the Dam Road and the overlook parking area. The citizens of this town have already flexed and suffered from traffic problems, inconveniences, and business slow down, and perceived impact that we fell affects property values and whether Folsom is a desirable place to live since the Lake is a key part of people living in and moving to Folsom.</p> <p>We believe the construction people and engineers could flex and move to an alternative site. The residents of Folsom should not have to have our one access closed for 7 years. Folsom Point is a key, central part of living in Folsom.</p>
418	Beth Lusar	<p>Becky Victorine,</p> <p>[#418-1 Auburn Dam] I have lived in Sacramento since 1939 and will remember the flowing part of the American River and the closure of the 14 Street Bridge. Then the Folsom Dam was built with certain specifications as to height and water holding capacity and the number of outlets on the base. To raise the height to increase the holding capacity and at the same time cut more outlets in the base, in my thinking, would weaken the original base. Also, late last year, the Sacramento Bee published a statement from one of the Corp. of Engineers that it would be very difficult to find consultant workers to do this kind of reconstruction.</p> <p>The answer to flood protection is to complete the Auburn Dam promptly.</p>
419	Michelle Hamilton	<p>[#419-1 General] Please do not close Folsom Point!! One of the reasons we moved to Folsom was to be close to the lake. We store our boat at home and use Folsom point all the time. I think it is a huge inconvenience for the citizens of Folsom to use this resource as a storage facility. Shame on the city officials for even considering such actions.</p>
420	Patricia Gibbs	<p>Ms. Lasala,</p> <p>My name is Patricia Gibbs I spoke to you at the Folsom Meeting last Wednesday night.</p> <p>[#420-1 Possible Property Impacts] own property, in Placer County, which borders Folsom Lake. As I had mentioned, I am concerned about possible changes to the current Fed Gov property line around Folsom Lake as a result of raising the dam and surrounding dikes. Any information and/or maps or other graphical info referencing elevations or contour lines you could provide regarding changes to the Fed Govmnt property line as it affects my parcel (number 036-190-075-000) would be greatly appreciated.</p>
421	K. Leonard	<p>[#421-1 General] Hello, I fish Folsom Lake all the time. Folsom Point is the only ramp I use. I don't care if construction trucks are driving in the area or over the Point road. I just want to be able to launch. Please do not close our ramp.</p>
422	Ron Adley	<p>Mr. Finnegan,</p> <p>As a twenty year resident of Folsom, the last 14 years in Briggs Ranch, I certainly would not want to see Folsom Point closed any more so than those you have heard from already. At the same time, having years of experience in the steel business having supplied steel to Kiewit Pacific among other firms for large bridge jobs including C.C. Myers after the collapse of the Santa Monica Freeway, Loma Prieda damage, the new Folsom Bridge and many other projects of this magnitude, I understand the difficulties associated</p>

		<p>with logistics, equipment containment and public safety concerns involved on such large projects. With that said, and assuming your acknowledgement of my experience in such matters, I would like to offer what could be a reasonable solution.</p> <p>I originally hale from Louisiana where, as you know, flood water is overly abundant which has and will forever more require construction of coffer dams, "large drainage ditches" to divert water away from much needed levee repairs and/or proposed highway projects, including new bridges, not unlike this one on a smaller scale. [#422-1 Barging Alternative]To meet those demands, extreme large quantities of dirt and rock must be moved and/or excavated as is the case here. In the face of similar concerns and issues here, the solution was the use of barges to move the materials needed. In fact, I suggested the use of barges on the San Ramon Bridge addition project a few years back and they worked perfectly. You may know but if not, the water depth around that bridge is very shallow and sometimes gets very shallow depending on the tide movement and weather. Certainly, a much greater margin of difficulty given the varying water depths when compared to Folsom Lake. Frankly, I would have to believe you have considered the barge option already.</p> <p>By plotting the depths and lake bottom topography necessary to accommodate barge tare weight (there are several barge variations to choose from depending on the application) and material load capacity, surely barges would be the way to manage this situation. Granted, the barges would need to move across recreational boating lanes but if properly marked off noting these barge lanes, I could hardly see that as an encroachment to recreational boating. If need be, the barges could be moved at night and staged for unloading the next working day. Take a look at your aerial maps on hand and you will see that barge traffic from point to point should not pose a problem. Also, where the depths are not sufficient to accommodate a large load, dredge the bottom accordingly thereby creating more usable materials to shore up the Dike at Mormon Island.</p> <p>Again, I would think this option has been considered and if so, I would strongly encourage you to go a bit further in your due diligence in determining the validity of this option. I've seen it work many times in areas much more difficult than what I see at Folsom Lake. However, given the likelihood there may be more involved details to this project limiting my simplistic view, you are much more qualified as to whether this option has merit. As I watched the public outcry unfold over the last weeks however, I haven't heard or read where this option would be considered so thought I would throw my hat in, for what it's worth.</p> <p>Whatever the final outcome, closing Folsom Point is not viable just from recreational revenue losses alone much less having the public's ire focused on your every move. Thanks for taking the time in reading this and good luck with the decision. In the remote chance you feel it necessary to call me, please feel free in doing so.</p>
<p>423</p>	<p>Brian and Jolene Shirey</p>	<p>Mr. Finnegan,</p> <p>I just read the article in the paper about Folsom Point. My husband and I have not yet participated in voicing our opinion on the issue, but would like to add our names to the "concerned residents" list. This closure would significantly affect the active lifestyle of Folsom which is why many people brought there families here. [#423-1 Socioeconomics] It would definitely hurt local businesses that benefit from the use of Folsom Point. We just wanted to add our two cents in hopes that you will listen to the community and find a suitable alternative.</p>
<p>424</p>	<p>Eric & Heather Olson</p>	<p>Mr. Finnegan,</p> <p>We missed the open comment period on the proposal to use Folsom Point as a staging area for the Folsom Dam spillway project and we hope that you'll consider our two cents in your planning for the project. To the point, we moved to the Briggs Ranch neighborhood</p>

		nearly four years ago to start a family and have easy access to Folsom Lake. Now that our two children are almost one and three years old, we often walk from our home to Folsom Point for "getaway adventures." I assume that we're not counted in the number of official visitors to Folsom Point since we arrive on foot. [#424-1 Alternative Staging] My purpose in writing you is to urge you to find an alternate staging location for as many years as it takes to finish the project so that my family and the hundreds of others like ours in this neighborhood can enjoy the lake that inspired us to move here.
425	Robert Walter	Dear Sirs, [#425-1 General] Please do not close Folsom Point. My family our our friends in the nieghborhood use that access to go boating and have picnics. Robert Walter 203 Davies Court Folsom, CA 95630
426	Kathy and Troy	[#426-1 General] We oppose the closure of Folsom Point for staging of the new bridge construction.. [#426-2 Alternative Staging] Please try another alternative that will not impact the recreational area for families and all. Thank you.... Kathy and Troy Folsom Residents

No.	Name	Comment
1	Keoni Almeida	<p>Rebecca, I would like to ask you some questions regarding the EIS/EIR for Folsom Dam Area as I believe I am one of the residence along the lake (1428 Lakehills Drive, El Dorado Hills) that would be impacted if the dam was raised 4, 7, or 17 feet. 1-1 Population and Housing affected property. I would like to confirm which residences are referred to in the report on page 3.16-15 (four parcels and one possible residential relocation; Alternative 2 with 4-foot raise), page 3.16-16 (one possible residential relocation; Alternative 3, with a 3.5-foot raise); page 3.16-16 (six possible residential relocations; alternative 4, with a 7-foot raise); page 3.16-18 (37 possible residential relocations; Alternative 5, with a 17-foot raise).</p> <p>1-2 PD residential effects. As a general comment regarding the report, it seems to take the potential option of acquiring residential properties lightly. This is evident by the numerous maps shown for the various alternatives showing work areas and proposed construction sites without one of the maps showing the area that would be most impacted in terms of residential relocation. I am simply surmising that the houses along where I live will be impacted by the fact that the 500 foot contour depicting the work area on the numerous maps is above the elevation of the properties in my neighborhood.</p> <p>1-3 Visual new berms. The report proposes an option to avoid relocating residences. The proposal includes the construction of new flood damage reduction berms to remedy temporary flooding of the above-referenced properties during extreme storm events. This option would disrupt the natural setting surrounding the lake in the Lakehills Estates area.</p>
2	Jason Zarghami	<p>My name is Jason Zarghami I reside in 1456 Lake Hills Dr in EDH, Ca. Our house backs up to the lake property on Lake Hills drive. We have lived in our house for about 18 years and love this area and are not at all willing to move anywhere else!! Even if it means we have to rebuild the house on a higher foundation. I have received a copy of the CD and have reviewed the 5 options. I believe that the only way our house would be effected is if the Dam is raised by 17 feet, which I believe will be unsafe for the Dam. 2-1 Population and Housing affected property. From the CD, I can't tell where these 37 homes are located at? Can you help me locate these 37 homes on the map. I have the following questions for you.</p> <ol style="list-style-type: none"> 1- 2-2 PD relation to previous studies. There was a study done last year for raising the Dam by 7 feet and some of our neighbors received letters explaining the water level. Is this study the same as the one on this CD? The old study did not show the need for a concrete wall. Please explain the difference.... 2- 2-3 PD residential effects. The map of Folsom Lake shows the effected area on the Granite Bay side, but the picture gets cut off on the east side of the lake where we live. Therefore I can't tell how our resident is getting effected by these options. Is there documentation that I can obtain that shows the east side of the lake (South Fork of the American River, Lakehills Estates). 3- 2-4 PD alternative selection. What is the likely hood of option 5, why is it even considered if it makes the Dam structure unsuitable for the amount of water it would store? 4- 2-5 Population and housing affected property. In option 3 the CD shows only one house is effected, what is the location of this house? 5- 2-6 Population and housing property acquisition. What if the resident of the house refuses to move?
3	Patrick Porgans	<p>Decrease in water storage due to Folsom DS/FDR action and his specific questions on:</p> <ol style="list-style-type: none"> 1) 3-1 Reservoir storage. Who pays for space now? 2) How much? 3) Where does the money come from?
4	Anonymous	<p>4-1 PD footprint. Does the project footprint go west of Folsom-Auburn Road?</p>
5	Ken Champion	<p>This e-mail is an effort at inter-agency coordination so that FHWA's issues may be adequately put forth, as requested of Caltrans. Federal Aid funds went into the construction of many of the bridges below the Folsom Dam in the American and Sacramento River waterways. 5-1 PD Future Operations in relation to Downstream Bridges. A 160,000 cfs sustained release study of potential bridge damage should be made in order for this EIR to adequately identify (1) the potential bridge impact significance of such releases</p>

Summary of Comments

Page: 1

Sequence number: 1

Author:

Subject: #1-1

Date: 3/16/2007 2:11:26 PM

T The Draft EIS/EIR included alternatives that had the potential for increasing that reservoir surface elevation that could also potentially flood property immediately adjacent to the reservoir. However, neither Reclamation nor the Corps are considering actions that would result in an increased reservoir water elevation. Therefore, your property would not be inundated or subject to take under the Preferred Alternative.

Based upon additional engineering analysis since the Draft EIS/EIR was published, the Corps has concluded that with optimization of all elements of its Selected Plan, including the 6STG auxiliary spillway, emergency spillway gate modification, and a 3.5-ft facility raise, an increase to maximum reservoir water surface elevation beyond current dam crest elevation is not anticipated in order to provide for flood damage reduction benefits. The future maximum reservoir surface elevation with the Corps' Selected Plan would not exceed the existing federal property take line for a 200-year flood design event. The anticipated lower maximum water surface elevation for all flood events, inclusive of a PMF event, eliminates the risk that surrounding properties or habitat would be flooded beyond that which occurs under existing conditions. Consequently, no property takes, flowage easements, or additional small scale impoundment features such as dikes or berms beyond the existing take line are planned as part of the Corps' Selected Plan. The possible 3.5-ft raise of the Corps' Selected Plan will undergo further design during pre-construction, engineering, and design phase and, if needed, addressed through a supplemental NEPA/CEQA document.

Sequence number: 2

Author:

Subject: #2-1

Date: 3/15/2007 1:39:31 PM

T Population and Housing/raise – Alternatives 4 and 5 involving a 7-ft raise and 17-ft raise respectively were included in the Draft EIS/EIR analysis for comparative purposes, and have been eliminated from consideration in the Final EIS/EIR. Chapter 2 of the Final EIS/EIR includes language to clarify this. Please see Response to Comment #1-1 for additional information on property impacts. Also see Chapter 2 of the Final EIS/EIR for additional information on the project description.

Sequence number: 3

Author:

Subject: #5-1

Date: 3/14/2007 1:16:54 PM

T Operational Effects to Bridges - The Partner Agencies view this concern to be a result of the levee improvements below Folsom Dam, as noted by the commentor. Accordingly, it is being addressed under the Common Features authority, and not the subject of this EIS/EIR. The agencies position relative to this concern follows, as does a description of the work that is ongoing and planned to further address it.

The proposed project significantly reduces the frequency and magnitude of flood flows on the Lower American River (LAR). A project condition outflow of 160,000 cfs corresponds to substantially greater outflows under existing (pre-project) conditions. Pre-project condition flows ranging from the 1/110 (210,000 cfs) to the 1/240 chance events (449,000 cfs) would all be reduced to 160,000 cfs. This overall decrease in the size and frequency of large flood events under proposed project conditions represents a sizable reduction in the risk to downstream bridges. In this regard, the proposed project actually mitigates any impacts to LAR bridges that might result from improving the downstream leveed conveyance system to reliably convey the objective sustained release of 160,000 cfs. Therefore, neither the project proposed in the Folsom DS/FDR EIS/EIR nor improvements to the downstream levees represent an "impact" to the LAR bridges.

Because the LAR bridges are critical elements of multiple flood evacuation routes and risks to their structural integrity represent a threat to the leveed LAR conveyance system, the project agencies are concerned with the risk of pier/abutment scour. An analysis completed by Ayres Associates for the Corps in 1997 concluded that there is significant pier/abutment scour potential at all LAR bridges under existing conditions. It also concluded that an increase in flow from 115,000 cfs to 160,000 cfs does not significantly alter computed scour depths. Therefore, the project agencies plan to assess what measures have been taken to protect the LAR bridges from pier scour under existing conditions, and whether such measures are adequate to protect against a sustained release of 160,000 cfs. The project agencies plan to work with the parties responsible for the LAR bridges to ensure that the bridges are adequately protected to this standard, but note that neither the proposed project nor downstream levee improvement efforts are responsible for deferred actions to adequately protect the bridges from the existing flow regime.

A study to determine what measures are necessary to assure the long-term vertical and lateral stability of the LAR under the proposed flow regime, including the objective sustained release of 160,000 cfs, is currently being performed under the Common Features authority. This study will address the potential for significant bed degradation and profile lowering, which is the single overriding concern relative to the integrity of the LAR leveed flood conveyance system and the bridge structures within it. Proposed measures resulting from this study could range from grade control to increased monitoring.

Comments from page 1 continued on next page

No.	Name	Comment
1	Keoni Almeida	<p>Rebecca, I would like to ask you some questions regarding the EIS/EIR for Folsom Dam Area as I believe I am one of the residence along the lake (1428 Lakehills Drive, El Dorado Hills) that would be impacted if the dam was raised 4, 7, or 17 feet. [#1-1 Population and Housing affected property]. I would like to confirm which residences are referred to in the report on page 3.16-15 (four parcels and one possible residential relocation; Alternative 2 with 4-foot raise), page 3.16-16 (one possible residential relocation; Alternative 3, with a 3.5-foot raise); page 3.16-16 (six possible residential relocations; alternative 4, with a 7-foot raise); page 3.16-18 (37 possible residential relocations; Alternative 5, with a 17-foot raise).</p> <p> [#1-2 PD residential effects]. As a general comment regarding the report, it seems to take the potential option of acquiring residential properties lightly. This is evident by the numerous maps shown for the various alternatives showing work areas and proposed construction sites without one of the maps showing the area that would be most impacted in terms of residential relocation. I am simply surmising that the houses along where I live will be impacted by the fact that the 500 foot contour depicting the work area on the numerous maps is above the elevation of the properties in my neighborhood.</p> <p> [#1-3 Visual new berms.] The report proposes an option to avoid relocating residences. The proposal includes the construction of new flood damage reduction berms to remedy temporary flooding of the above-referenced properties during extreme storm events. This option would disrupt the natural setting surrounding the lake in the Lakehills Estates area.</p>
2	Jason Zarghami	<p>My name is Jason Zarghami I reside in 1456 Lake Hills Dr in EDH, Ca. Our house backs up to the lake property on Lake Hills drive. We have lived in our house for about 18 years and love this area and are not at all willing to move anywhere else!! Even if it means we have to rebuild the house on a higher foundation. I have received a copy of the CD and have reviewed the 5 options. I believe that the only way our house would be effected is if the Dam is raised by 17 feet, which I believe will be unsafe for the Dam. [#2-1 Population and Housing affected property]. From the CD, I can't tell where these 37 homes are located at? Can you help me locate these 37 homes on the map. I have the following questions for you.</p> <ol style="list-style-type: none"> 1- [#2-2 PD relation to previous studies]. There was a study done last year for raising the Dam by 7 feet and some of our neighbors received letters explaining the water level. Is this study the same as the one on this CD? The old study did not show the need for a concrete wall. Please explain the difference.... 2- [#2-3 PD residential effects]. The map of Folsom Lake shows the effected area on the Granite Bay side, but the picture gets cut off on the east side of the lake where we live. Therefore I can't tell how our resident is getting effected by these options. Is there documentation that I can obtain that shows the east side of the lake (South Fork of the American River, Lakehills Estates). 3- [#2-4 PD alternative selection]. What is the likely hood of option 5, why is it even considered if it makes the Dam structure unsuitable for the amount of water it would store? 4- [#2-5 Population and housing affected property]. In option 3 the CD shows only one house is effected, what is the location of this house? 5- [#2-6 Population and housing property acquisition]. What if the resident of the house refuses to move?
3	Patrick Porgans	<p>Decrease in water storage due to Folsom DS/FDR action and his specific questions on:</p> <ol style="list-style-type: none"> 1) [#3-1 Reservoir storage]. Who pays for space now? 2) How much? 3) Where does the money come from?
4	Anonymous	<p> [#4-1 PD footprint.] Does the project footprint go west of Folsom-Auburn Road?</p>
5	Ken Champion	<p>This e-mail is an effort at inter-agency coordination so that FHWA's issues may be adequately put forth, as requested of Caltrans. Federal Aid funds went into the construction of many of the bridges below the Folsom Dam in the American and Sacramento River waterways. [#5-1 PD Future Operations in relation to Downstream Bridges]. A 160,000 cfs sustained release study of potential bridge damage should be made in order for this EIR to adequately identify (1) the potential bridge impact significance of such releases</p>

In any case, hydraulic modeling performed indicates that 160,000 cfs will pass under all publicly owned bridges on the LAR without inundating their low chords. Previous analyses performed for the Corps concluded that pier/abutment scour potential doesn't increase significantly when flows increase from 120,000 cfs to 160,000 cfs. This response also applies to bridges on the Sacramento River. The requested reports will be made available - please contact Mr. Brett Whitin of the Corps at (916) 557-7530. The project agencies appreciate the commentor's offer to assist. Mr. Champion will be contacted by Corps staff.

Please note: Additional attachments were sent with this comment. These are available in electronic format in the Final EIS/EIR Appendix.

Sequence number: 4
Author:
Subject: #2-6
Date: 3/15/2007 2:32:28 PM

T The Draft EIS/EIR included alternatives that had the potential for increasing that reservoir surface elevation that could also potentially flood property immediately adjacent to the reservoir. However, neither Reclamation nor the Corps are considering actions that would result in an increased reservoir water elevation. Therefore, property would not be inundated or subject to take under the Preferred Alternative. Please see Chapter 2 and 4 in the Final EIS/EIR for additional information on the project description and responses to comments.

Based upon additional engineering analysis since the Draft EIS/EIR was published, the Corps has concluded that with optimization of all elements of its Selected Plan, including the 6STG auxiliary spillway, emergency spillway gate modification, and a 3.5-ft facility raise, an increase to maximum reservoir water surface elevation beyond current dam crest elevation is not anticipated in order to provide for flood damage reduction benefits. The future maximum reservoir surface elevation with the Corps' Selected Plan would not exceed the existing federal property take line for a 200-year flood design event. The anticipated lower maximum water surface elevation for all flood events, inclusive of a PMF event, eliminates the risk that surrounding properties or habitat would be flooded beyond that which occurs under existing conditions. Consequently, no property takes, flowage easements, or additional small scale impoundment features such as dikes or berms beyond the existing take line are planned as part of the Corps' Selected Plan. The possible 3.5-ft raise of the Corps' Selected Plan will undergo further design during pre-construction, engineering, and design phase and, if needed, addressed through a supplemental NEPA/CEQA document.

Sequence number: 5
Author:
Subject: #2-5
Date: 3/15/2007 2:32:12 PM

T The Draft EIS/EIR included alternatives that had the potential for increasing that reservoir surface elevation that could also potentially flood property immediately adjacent to the reservoir. However, neither Reclamation nor the Corps are considering actions that would result in an increased reservoir water elevation. Therefore, property would not be inundated or subject to take under the Preferred Alternative. Please see Chapter 2 and 4 in the Final EIS/EIR for additional information on the project description and responses to comments.

Based upon additional engineering analysis since the Draft EIS/EIR was published, the Corps has concluded that with optimization of all elements of its Selected Plan, including the 6STG auxiliary spillway, emergency spillway gate modification, and a 3.5-ft facility raise, an increase to maximum reservoir water surface elevation beyond current dam crest elevation is not anticipated in order to provide for flood damage reduction benefits. The future maximum reservoir surface elevation with the Corps' Selected Plan would not exceed the existing federal property take line for a 200-year flood design event. The anticipated lower maximum water surface elevation for all flood events, inclusive of a PMF event, eliminates the risk that surrounding properties or habitat would be flooded beyond that which occurs under existing conditions. Consequently, no property takes, flowage easements, or additional small scale impoundment features such as dikes or berms beyond the existing take line are planned as part of the Corps' Selected Plan. The possible 3.5-ft raise of the Corps' Selected Plan will undergo further design during pre-construction, engineering, and design phase and, if needed, addressed through a supplemental NEPA/CEQA document.

Sequence number: 6
Author:
Subject: #2-2
Date: 3/15/2007 2:31:25 PM

T Previous Corps Studies – The Corps Selected Plan for the Folsom Raise Project, as disclosed in the 2002 Long Term Study Final EIS/EIR included a 7-ft dam raise. Because of the hydraulic benefit of the proposed auxiliary spillway, the Selected Plan now recommends a 3.5-ft raise, primarily to provide additional freeboard capacity, instead of a 7-ft raise. Preliminary cost estimates indicate that a parapet wall may be more cost effective than an earthen raise, however, the design of the 3.5-ft raise would be determined, along with appropriate environmental analysis, coordination and compliance documentation, in the Pre-construction, Engineering and Design phase when more detailed information is available. The Corps intends to adopt the Final EIS/EIR to satisfy the requirements of NEPA for the flood damage reduction features of the proposed action (JFP, 3.5-ft raise and emergency gate

Comments from page 1 continued on next page

No.	Name	Comment
1	Keoni Almeida	<p>Rebecca, I would like to ask you some questions regarding the EIS/EIR for Folsom Dam Area as I believe I am one of the residence along the lake (1428 Lakehills Drive, El Dorado Hills) that would be impacted if the dam was raised 4, 7, or 17 feet. 1-1 Population and Housing affected property. I would like to confirm which residences are referred to in the report on page 3.16-15 (four parcels and one possible residential relocation; Alternative 2 with 4-foot raise), page 3.16-16 (one possible residential relocation; Alternative 3, with a 3.5-foot raise); page 3.16-16 (six possible residential relocations; alternative 4, with a 7-foot raise); page 3.16-18 (37 possible residential relocations; Alternative 5, with a 17-foot raise).</p> <p>1-2 PD residential effects. As a general comment regarding the report, it seems to take the potential option of acquiring residential properties lightly. This is evident by the numerous maps shown for the various alternatives showing work areas and proposed construction sites without one of the maps showing the area that would be most impacted in terms of residential relocation. I am simply surmising that the houses along where I live will be impacted by the fact that the 500 foot contour depicting the work area on the numerous maps is above the elevation of the properties in my neighborhood.</p> <p>1-3 Visual new berms. The report proposes an option to avoid relocating residences. The proposal includes the construction of new flood damage reduction berms to remedy temporary flooding of the above-referenced properties during extreme storm events. This option would disrupt the natural setting surrounding the lake in the Lakehills Estates area.</p>
2	Jason Zarghami	<p>My name is Jason Zarghami I reside in 1456 Lake Hills Dr in EDH, Ca. Our house backs up to the lake property on Lake Hills drive. We have lived in our house for about 18 years and love this area and are not at all willing to move anywhere else!! Even if it means we have to rebuild the house on a higher foundation. I have received a copy of the CD and have reviewed the 5 options. I believe that the only way our house would be effected is if the Dam is raised by 17 feet, which I believe will be unsafe for the Dam. 2-1 Population and Housing affected property. From the CD, I can't tell where these 37 homes are located at? Can you help me locate these 37 homes on the map. I have the following questions for you.</p> <p>1- 2-2 PD relation to previous studies. There was a study done last year for raising the Dam by 7 feet and some of our neighbors received letters explaining the water level. Is this study the same as the one on this CD? The old study did not show the need for a concrete wall. Please explain the difference....</p> <p>2- 2-3 PD residential effects. The map of Folsom Lake shows the effected area on the Granite Bay side, but the picture gets cut off on the east side of the lake where we live. Therefore I can't tell how our resident is getting effected by these options. Is there documentation that I can obtain that shows the east side of the lake (South Fork of the American River, Lakehills Estates).</p> <p>3- 2-4 PD alternative selection. What is the likely hood of option 5, why is it even considered if it makes the Dam structure unsuitable for the amount of water it would store?</p> <p>4- 2-5 Population and housing affected property. In option 3 the CD shows only one house is effected, what is the location of this house?</p> <p>5- 2-6 Population and housing property acquisition. What if the resident of the house refuses to move?</p>
3	Patrick Porgans	<p>Decrease in water storage due to Folsom DS/FDR action and his specific questions on:</p> <p>1) 3-1 Reservoir storage. Who pays for space now?</p> <p>2) How much?</p> <p>3) Where does the money come from?</p>
4	Anonymous	<p>4-1 PD footprint. Does the project footprint go west of Folsom-Auburn Road?</p>
5	Ken Champion	<p>This e-mail is an effort at inter-agency coordination so that FHWA's issues may be adequately put forth, as requested of Caltrans. Federal Aid funds went into the construction of many of the bridges below the Folsom Dam in the American and Sacramento River waterways. 5-1 PD Future Operations in relation to Downstream Bridges. A 160,000 cfs sustained release study of potential bridge damage should be made in order for this EIR to adequately identify (1) the potential bridge impact significance of such releases</p>

replacement) that would be accomplished under the Corps' Folsom Dam Modifications and Folsom Dam Raise Projects. A Record of Decision (ROD) for the flood damage reduction only features of the Selected Plan (3.5-ft raise and emergency gate replacement) would be completed separate from the Joint Federal Project ROD, and would be completed in the pre-construction, engineering and design phase of the project.

Sequence number: 7

Author:

Subject: #2-4

Date: 3/15/2007 1:42:51 PM

T Alternative 5 Selection – Alternative 5, the 17-ft raise, is no longer being considered, as described in Section 2.3.4 of the Final EIS/EIR.

Sequence number: 8

Author:

Subject: #2-3

Date: 3/16/2007 2:15:17 PM

T The Draft EIS/EIR included alternatives that had the potential for increasing that reservoir surface elevation that could also potentially flood property immediately adjacent to the reservoir. However, neither Reclamation nor the Corps are considering actions that would result in an increased reservoir water elevation. Therefore, your property would not be inundated or subject to take under the Preferred Alternative.

Based upon additional engineering analysis since the Draft EIS/EIR was published, the Corps has concluded that with optimization of all elements of its Selected Plan, including the 6STG auxiliary spillway, emergency spillway gate modification, and a 3.5-ft facility raise, an increase to maximum reservoir water surface elevation beyond current dam crest elevation is not anticipated in order to provide for flood damage reduction benefits. The future maximum reservoir surface elevation with the Corps' Selected Plan would not exceed the existing federal property take line for a 200-year flood design event. The anticipated lower maximum water surface elevation for all flood events, inclusive of a PMF event, eliminates the risk that surrounding properties or habitat would be flooded beyond that which occurs under existing conditions. Consequently, no property takes, flowage easements, or additional small scale impoundment features such as dikes or berms beyond the existing take line are planned as part of the Corps' Selected Plan. The possible 3.5-ft raise of the Corps' Selected Plan will undergo further design during pre-construction, engineering, and design phase and, if needed, addressed through a supplemental NEPA/CEQA document.

Sequence number: 9

Author:

Subject: #1-2

Date: 3/16/2007 2:15:36 PM

T The Draft EIS/EIR included alternatives that had the potential for increasing that reservoir surface elevation that could also potentially flood property immediately adjacent to the reservoir. However, neither Reclamation nor the Corps are considering actions that would result in an increased reservoir water elevation. Therefore, your property would not be inundated or subject to take under the Preferred Alternative.

Based upon additional engineering analysis since the Draft EIS/EIR was published, the Corps has concluded that with optimization of all elements of its Selected Plan, including the 6STG auxiliary spillway, emergency spillway gate modification, and a 3.5-ft facility raise, an increase to maximum reservoir water surface elevation beyond current dam crest elevation is not anticipated in order to provide for flood damage reduction benefits. The future maximum reservoir surface elevation with the Corps' Selected Plan would not exceed the existing federal property take line for a 200-year flood design event. The anticipated lower maximum water surface elevation for all flood events, inclusive of a PMF event, eliminates the risk that surrounding properties or habitat would be flooded beyond that which occurs under existing conditions. Consequently, no property takes, flowage easements, or additional small scale impoundment features such as dikes or berms beyond the existing take line are planned as part of the Corps' Selected Plan. The possible 3.5-ft raise of the Corps' Selected Plan will undergo further design during pre-construction, engineering, and design phase and, if needed, addressed through a supplemental NEPA/CEQA document.

Sequence number: 10

Author:

Subject: #3-1

Date: 3/14/2007 1:02:52 PM

T Reservoir Storage – There is no planned decrease in "Water Storage" at Folsom Dam with the Folsom Dam Safety/Flood Damage Reduction action. Costs incurred with storage of irrigation and municipal and industrial (M&I) water supply and hydropower generation at Folsom Reservoir are recovered by Reclamation from Central Valley Project water and power contractors and non-project purveyors as specified by various water service and repayment contracts with Reclamation. Costs incurred with water supply for fish and wildlife and other non-reimbursable project purposes are funded by tax payers in the form of federal appropriations.

Comments from page 1 continued on next page

No.	Name	Comment
1	Keoni Almeida	<p>Rebecca, I would like to ask you some questions regarding the EIS/EIR for Folsom Dam Area as I believe I am one of the residence along the lake (1428 Lakehills Drive, El Dorado Hills) that would be impacted if the dam was raised 4, 7, or 17 feet. [#1 -1 Population and Housing affected property]. I would like to confirm which residences are referred to in the report on page 3.16-15 (four parcels and one possible residential relocation; Alternative 2 with 4-foot raise), page 3.16-16 (one possible residential relocation; Alternative 3, with a 3.5-foot raise); page 3.16-16 (six possible residential relocations; alternative 4, with a 7-foot raise); page 3.16-18 (37 possible residential relocations; Alternative 5, with a 17-foot raise).</p> <p> [#1-2 PD residential effects]. As a general comment regarding the report, it seems to take the potential option of acquiring residential properties lightly. This is evident by the numerous maps shown for the various alternatives showing work areas and proposed construction sites without one of the maps showing the area that would be most impacted in terms of residential relocation. I am simply surmising that the houses along where I live will be impacted by the fact that the 500 foot contour depicting the work area on the numerous maps is above the elevation of the properties in my neighborhood.</p> <p> [#1-3 Visual new berms.] The report proposes an option to avoid relocating residences. The proposal includes the construction of new flood damage reduction berms to remedy temporary flooding of the above-referenced properties during extreme storm events. This option would disrupt the natural setting surrounding the lake in the Lakehills Estates area.</p>
2	Jason Zarghami	<p>My name is Jason Zarghami I reside in 1456 Lake Hills Dr in EDH, Ca. Our house backs up to the lake property on Lake Hills drive. We have lived in our house for about 18 years and love this area and are not at all willing to move anywhere else!! Even if it means we have to rebuild the house on a higher foundation. I have received a copy of the CD and have reviewed the 5 options. I believe that the only way our house would be effected is if the Dam is raised by 17 feet, which I believe will be unsafe for the Dam. [#2-1 Population and Housing affected property]. From the CD, I can't tell where these 37 homes are located at? Can you help me locate these 37 homes on the map. I have the following questions for you.</p> <ol style="list-style-type: none"> 1- [#2-2 PD relation to previous studies]. There was a study done last year for raising the Dam by 7 feet and some of our neighbors received letters explaining the water level. Is this study the same as the one on this CD? The old study did not show the need for a concrete wall. Please explain the difference.... 2- [#2-3 PD residential effects]. The map of Folsom Lake shows the effected area on the Granite Bay side, but the picture gets cut off on the east side of the lake where we live. Therefore I can't tell how our resident is getting effected by these options. Is there documentation that I can obtain that shows the east side of the lake (South Fork of the American River, Lakehills Estates). 3- [#2-4 PD alternative selection]. What is the likely hood of option 5, why is it even considered if it makes the Dam structure unsuitable for the amount of water it would store? 4- [#2-5 Population and housing affected property]. In option 3 the CD shows only one house is effected, what is the location of this house? 5- [#2-6 Population and housing property acquisition]. What if the resident of the house refuses to move?
3	Patrick Porgans	<p>Decrease in water storage due to Folsom DS/FDR action and his specific questions on:</p> <ol style="list-style-type: none"> 1) [#3-1 Reservoir storage]. Who pays for space now? 2) How much? 3) Where does the money come from?
4	Anonymous	<p> [#4-1 PD footprint.] Does the project footprint go west of Folsom-Auburn Road?</p>
5	Ken Champion	<p>This e-mail is an effort at inter-agency coordination so that FHWA's issues may be adequately put forth, as requested of Caltrans. Federal Aid funds went into the construction of many of the bridges below the Folsom Dam in the American and Sacramento River waterways. [#5-1 PD Future Operations in relation to Downstream Bridges]. A 160,000 cfs sustained release study of potential bridge damage should be made in order for this EIR to adequately identify (1) the potential bridge impact significance of such releases</p>

Sequence number: 11

Author:

Subject: #1-3

Date: 3/16/2007 2:15:44 PM

T The Draft EIS/EIR included alternatives that had the potential for increasing that reservoir surface elevation that could also potentially flood property immediately adjacent to the reservoir. However, neither Reclamation nor the Corps are considering actions that would result in an increased reservoir water elevation. Therefore, there is not a need for new embankments or berms.

Based upon additional engineering analysis since the Draft EIS/EIR was published, the Corps has concluded that with optimization of all elements of its Selected Plan, including the 6STG auxiliary spillway, emergency spillway gate modification, and a 3.5-ft facility raise, an increase to maximum reservoir water surface elevation beyond current dam crest elevation is not anticipated in order to provide for flood damage reduction benefits. The future maximum reservoir surface elevation with the Corps' Selected Plan would not exceed the existing federal property take line for a 200-year flood design event. The anticipated lower maximum water surface elevation for all flood events, inclusive of a PMF event, eliminates the risk that surrounding properties or habitat would be flooded beyond that which occurs under existing conditions. Consequently, no property takes, flowage easements, or additional small scale impoundment features such as dikes or berms beyond the existing take line are planned as part of the Corps' Selected Plan. The possible 3.5-ft raise of the Corps' Selected Plan will undergo further design during pre-construction, engineering, and design phase and, if needed, addressed through a supplemental NEPA/CEQA document.

Sequence number: 12

Author:

Subject: #4-1

Date: 3/15/2007 1:44:40 PM

T Project Footprint - Section 2.2.3 of the Final EIS/EIR indicates haul routes as being predominantly within the Federal Boundary property. The government will not be using property outside of Folsom Reservoir for project work.

	<p>involving scour, destabilization, riverbed erosion, etc. , and (2) identify the various mitigations and mitigation strategies that may be employed to reduce the impact level of significance on the bridges. To date, it appears that only water release studies on the order of 115,000 to 120,000 cfs have been conducted near the bridge sites in the American River below the dam.] Please review our attached intergovernmental review comment response letter and enclosure expressing our issues. (Also see attachments)</p>	
<p>6</p>	<p>Jim Silvester</p>	<p>[#6-1 PD Project Support.] Let the corp do what ever it needs to do. The lives and property of the people down stream are most important.</p>
<p>7</p>	<p>Bruce Beck</p>	<p>Mr. Oliver: I have received disturbing information about the proposed closure of Folsom Point (Dyke 8) and/or Granite Bay as a staging area for equipment for the upcoming construction at Folsom Lake. I live in Rocklin and during the "boating" season we use the Lake almost every weekend for our boating. Closing these two areas would very much cause a terrible situation on the public use of the Lake. Why can't the parking be established along Folsom-Auburn Road near the closed road to the Dam Or close Beal's Point as boaters can not use that area. What about the parking area that is closed to the public next to the Dam? There are large fields near the Dam Road in the Folsom area. Otherwise the expansion and creation of Beal's point for boat launching would help IF the closure of Dyke * were to happen. There are a large number of boaters in the Sacramento area. Requiring boaters to travel to other locations would not only crowd those more but cause other environmental issues with more travelling, using more gas to travel to other lakes, causing more environmental issues at those locations, etc. Please establish other sites to use for staging. There are a lot of other areas that can be considered. We live in Rocklin, very close to Folsom Lake. We are opposed to any closure of all current boating access to Folsom Lake for use of equipment parking. Possible solutions: 1. Close down these areas during the winter only (Oct - Mar) as most boaters do not use the lake during those periods. 2. Park at Beal's Point and not Granite Bay, closer for your equipment and boaters are not allowed access there anyway. 3. Park in the parking lot next to the Dam on Dam Road, where POV's are not allowed anyway. 4. Park your equipment in the areas just north of Dam Road/Folsom Auburn areas. 5. There are areas on the other side of the Dam Road in Folsom where equipment can be parked.</p>
<p>8</p>	<p>Rosemary Beck</p>	<p>Please do not closed boating access during the heavy boating season.</p> <p>Dear Mr Oliver, I hope you are the right person to contact regarding our dismay at the potential of Folsom Point for up to 7 years. While I support the effort to update the dam and keep it safe for the community I can't believe that there are no alternatives to closing a vital boat launch site. We are boat owners and launch from Folsom Point many many times during the summer. The last thing we need is to reduce boat launch sites. Remember - Rattlesnake is a very small launch site with which can only be seen as one way street access. If you've been there you know how narrow those roads are. We drove it once and will never take a boat there again. Further more it takes about 45 minutes to even get there from Rescue. Granite Bay is nice and large depending on the water level - often launches are closed because the water level is too low. The lines in the summer can be huge and it is the only site available I can image the traffic jams of boaters queuing up earlier and earlier so that they can get their boat on the water. Want to me us there at 6AM on a Sunday?</p>
<p>9</p>	<p>Robin Sharp</p>	<p>[#9-1 Recreation lake access closure] I hope you are the right person to contact regarding our dismay at the potential of Folsom Point for up to 7 years. While I support the effort to update the dam and keep it safe for the community I can't believe that there are no alternatives to closing a vital boat launch site. We are boat owners and launch from Folsom Point many many times during the summer. The last thing we need is to reduce boat launch sites. Remember - Rattlesnake is a very small launch site with which can only be seen as one way street access. If you've been there you know how narrow those roads are. We drove it once and will never take a boat there again. Further more it takes about 45 minutes to even get there from Rescue. Granite Bay is nice and large depending on the water level - often launches are closed because the water level is too low. The lines in the summer can be huge and it is the only site available I can image the traffic jams of boaters queuing up earlier and earlier so that they can get their boat on the water. Want to me us there at 6AM on a Sunday?</p>

Page: 2

Sequence number: 1

Author:

Subject: #7-1

Date: 3/15/2007 4:39:42 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #7-2

Date: 3/16/2007 11:45:13 AM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #8-1

Date: 3/15/2007 4:39:50 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #9-2

Date: 3/16/2007 11:45:31 AM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #9-1

Date: 3/15/2007 4:39:57 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #6-1

Date: 3/14/2007 1:17:09 PM

T The Bureau of Reclamation and the Army Corps of Engineers appreciate the comment reflecting support for the project.

10	Alan Hersh	<p>Brown's Ravine often under water most of the season. We all want to be blessed with high water levels but let's face it, high water means one less boat ramp. You are planning on closing the only reliable and convenient launch point on this side of the Lake. Please reconsider. If you do this, we might as well sell the boat. But wait, we won't be able to sell it because no one will want a boat that they can't use. Of course we could sell the house "Great Lake Views of a lake you can't get to".</p> <p>Regarding Folsom Lake EIR. Dear Mr Oliver.</p>
11	Frank Myers Senior VP McClellan Park / Stanford Ranch	<p>#10-1 Recreation lake access closure/alternatives.] I oppose any actions that would close the public areas of Folsom Lake during the summer months (boating season) the Corp of Engineers has proposed closing Folsom Point (Dike 8 area) for 7 years and perhaps Granite Bay for 2 years. The closures are proposed so these areas can be used to stage the construction of the new spillways and the raising of the dam. The Corps need to find alternatives that do no impact the public use and enjoyment of the lake. Please feel free to contact me with any questions or comment</p> <p>Dear Mr. Oliver, I understand that the modifications to the Folsom Dam currently being considered will potentially result in closure of lake access, potentially for several years. #11-1 Recreation lake access closure/alternatives.] I would be opposed to any construction solution that resulted in such a closure. There must be an alternative that does not have such a negative impact on the use of the lake.</p>
12	Phil Maestre	<p>#12-1 Socioeconomics businesses.] Closure of Dike 8 would be devastating to the economy of State Parks Dept, local boat shops, and dealers. It would also hurt the City of Folsom by possible loss of residents.</p>
13	Mary Henriksen	<p>#13-1 General.] Would like to continue to use Folsom Point recreation area for fishing, picnics, and family activities. Please keep this area intact.</p>
14		<p>#14-1 Socioeconomics businesses.] My worry is that any work on Folsom Lake that prohibits recreational use will affect my families income and many many others involved in the marine industry. The Sacramento Valley sells more boats than anywhere in the US (per capita). Once publicity and word of mouth gets out that Folsom Lake is 1) closed 2) inconvenient 3) not worth boating on due to construction, it will be very difficult to sell boats. And when boats don't sell, many people will have to find new employment. It would be interesting to see the potential impact on sales, and also the potential impact on lost revenue for the state/counties/cities due to the lack of sales tax income.] I would also like to mention that many people could not be here tonight, due to a boat show in Pleasanton, LA. If it came down to a vote of proposed alternatives, I would choose either Alternative 1, or No Action Alternative if at all possible. Please think about this note when decisions are being made. Thank You.</p>
15	Aaron Boring Mach Bishop	<p>#15-1 General.] Keep Folsom Point Open during construction.</p>
16	Chris Hodges	<p>CHRIS HODGES: I'm Chris Hodges and I'm from Brother's Boats. We're a boat dealer in Sacramento. Two comments. #16-1 Public Involvement meeting notification:] One, procedurally, is we found out about the details of how Folsom Lake is going to be impacted very late. I only became aware of it last week on Thursday, and I know the report was released on the 21st just before Christmas, but the news really hasn't gotten out and I think there are a lot of people that want to comment that aren't aware yet, so that's one point. #16-2 Recreation lake access closure/alternatives.] The second thing is as it relates particularly to the closure of Folsom Point to recreation and use, if it was a request, our request would be that that wouldn't occur. and it looks like there's an alternative to put the processing facility perhaps to the east side of the Mormon Island or Dike 9, the east end of it, and thereby avoid having to close Folsom Point. #16-3 Recreation remaining access points.] I don't know all the factors that would be involved and how reasonable that alternative is, but closing Folsom Point would have a large impact on the whole community on the southeast side of the lake, there would only be one access point left and that is a tight access now up at the marina. There would still be access on the south side of the lake, but it's only at the marina and that's a rather limited facility. So to repeat it, our request is the processing facility be moved to the east end of the Mormon Island area to keep Folsom Point open. #16-4 Socioeconomics businesses.] It seems from the EIR over</p>

Page: 3

Sequence number: 1

Author:

Subject: #16-1

Date: 3/14/2007 1:29:45 PM

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #16-4

Date: 3/14/2007 1:30:17 PM

T Socioeconomics - See Response to Comment #12-1

Sequence number: 3

Author:

Subject: #11-1

Date: 3/15/2007 4:40:13 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #16-2

Date: 3/15/2007 4:40:38 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #10-1

Date: 3/15/2007 4:40:07 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #16-3

Date: 3/15/2007 4:40:45 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7

Author:

Subject: #14-1

Date: 2/21/2007 11:09:41 AM -08'00'

T Socioeconomics - See Response to comment #12-1

Sequence number: 8

Author:

Subject: #12-1

Date: 3/16/2007 2:17:01 PM

T The socioeconomic analysis in the Draft EIS/EIR was based on a very conservative approach ("worse case") using the assumption that recreation facilities would be closed for extended periods. Based on comments received on the Draft EIS/EIR, the Partner Agencies no longer plan for extended recreational facility closures (See Response to Comment # 7-1). Therefore, there will not be an adverse impact to either the CDPR or local revenues due to the Folsom DS/FDR project. Please see Section 4.3.3 in Chapter 4 Topical Responses of the Final EIS/EIR for more information on the Socioeconomics analysis required under CEQA and NEPA.

Sequence number: 9

Author:

Subject: #15-1

Comments from page 3 continued on next page

10	Alan Hersh	<p>Brown's Ravine often under water most of the season. We all want to be blessed with high water levels but let's face it, high water means one less boat ramp. You are planning on closing the only reliable and convenient launch point on this side of the Lake. Please reconsider. If you do this, we might as well sell the boat. But wait, we won't be able to sell it because no one will want a boat that they can't use. Of course we could sell the house "Great Lake Views of a lake you can't get to" ..</p> <p>Regarding Folsom Lake EIR. Dear Mr Oliver.</p> <p>[#10-1 Recreation lake access closure/alternatives.] I oppose any actions that would close the public areas of Folsom Lake during the summer months (boating season) the Corp of Engineers has proposed closing Folsom Point (Dike 8 area) for 7 years and perhaps Granite Bay for 2 years. The closures are proposed so these areas can be used to stage the construction of the new spillways and the raising of the dam. The Corps need to find alternatives that do no impact the public use and enjoyment of the lake. Please feel free to contact me with any questions or comment</p>
11	Frank Myers Senior VP McClellan Park / Stanford Ranch	<p>Dear Mr. Oliver, I understand that the modifications to the Folsom Dam currently being considered will potentially result in closure of lake access, potentially for several years. [#11-1 Recreation lake access closure/alternatives.] I would be opposed to any construction solution that resulted in such a closure. There must be an alternative that does not have such a negative impact on the use of the lake.</p> <p>[#12-1 Socioeconomics businesses.] Closure of Dike 8 would be devastating to the economy of State Parks Dept, local boat shops, and dealers. It would also hurt the City of Folsom by possible loss of residents.</p> <p>[#13-1 General.] Would like to continue to use Folsom Point recreation area for fishing, picnics, and family activities. Please keep this area intact.</p>
12	Phil Maestre	<p>[#14-1 Socioeconomics businesses.] My worry is that any work on Folsom Lake that prohibits recreational use will affect my families income and many many others involved in the marine industry. The Sacramento Valley sells more boats than anywhere in the US (per capita). Once publicity and word of mouth gets out that Folsom Lake is 1) closed 2) inconvenient 3) not worth boating on due to construction, it will be very difficult to sell boats. And when boats don't sell, many people will have to find new employment. It would be interesting to see the potential impact on sales, and also the potential impact on lost revenue for the state/counties/cities due to the lack of sales tax income.] I would also like to mention that many people could not be here tonight, due to a boat show in Pleasanton, LA. If it came down to a vote of proposed alternatives, I would choose either Alternative 1, or No Action Alternative if at all possible. Please think about this note when decisions are being made. Thank You.</p>
13	Mary Henriksen	<p>[#15-1 General]. Keep Folsom Point Open during construction.</p>
14	Aaron Boring Mach Bishop	<p>CHRIS HODGES: I'm Chris Hodges and I'm from Brother's Boats. We're a boat dealer in Sacramento. Two comments: [#16-1 Public Involvement meeting notification]. One, procedurally, is we found out about the details of how Folsom Lake is going to be impacted very late. I only became aware of it last week on Thursday, and I know the report was released on the 21st just before Christmas, but the news really hasn't gotten out and I think there are a lot of people that want to comment that aren't aware yet, so that's one point. [#16-2 Recreation lake access closure/alternatives]. The second thing is as it relates particularly to the closure of Folsom Point to recreation and use, if it was a request, our request would be that that wouldn't occur. and it looks like there's an alternative to put the processing facility perhaps to the east side of the Mormon Island or Dike 9, the east end of it, and thereby avoid having to close Folsom Point. [#16-3 Recreation remaining access points.] I don't know all the factors that would be involved and how reasonable that alternative is, but closing Folsom Point would have a large impact on the whole community on the southeast side of the lake, there would only be one access point left and that is a tight access now up at the marina. There would still be access on the south side of the lake, but it's only at the marina and that's a rather limited facility. So to repeat it, our request is the processing facility be moved to the east end of the Mormon Island area to keep Folsom Point open. [#16-4 Socioeconomics businesses.] It seems from the EIR over</p>
15	Chris Hodges	
16		

Date: 3/15/2007 4:40:28 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 10

Author:

Subject: #13-1

Date: 3/16/2007 11:46:05 AM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

	<p>800,000 people or users would be affected by the closure of Folsom Point, and I would think that that would translate to several million to \$10 million of lost opportunity at least and that that could be mitigated by moving the facility, the processing plant. It would be more expensive to have the processing plant in the Mormon Island area on the east side but the other side of it is that it would be much less impact to the public and I think a good idea.</p>	
<p>17</p>	<p>Comment Card: 1. We ask that mitigation of the effects on recreation, especially at Folsom Point, be made. Possibly siting the borrowing and crushing operations away from the public areas. 2. We ask that the comment period be extended. 3. We would like a presentation from the Bureau and Corps to our board in the near future. BILL WATSON: #17-1 Recreation lake access closure/alternatives.] We would like to ask that the Bureau and Corps give definite consideration to mitigating the effects on recreation especially at Folsom Point. We suggest that they consider moving the burrowing and crushing operations to areas other than the public areas so that the Point can stay open. #17-2 Socioeconomics businesses.] The economic impact of closing Folsom Point on our community, the City of Folsom, was not considered in the document at all, and we've already been hit hard by the closing of the dam road. And to have this on top of it really compounds the problems in our city. #17-3 Public involvement document notification]. Second, we would like to request that the comment period be extended. We were not notified of the document or the comment period and so we were unaware until this last Friday that we had a responsibility. And finally, we would like to have a presentation from the Bureau and the Corps to our board of directors, if that could be arranged in the very near future.</p>	<p>Bill Watson</p>
<p>18</p>	<p>STEVE HODGES: #18-1 Public involvement document notification] First, I guess the first comment was the lack of notice or actually we just didn't -- it's hard to get notified which we've discussed. We're not in the loop, the public loop. #18-2 Recreation Mitigation] And then I think the recreational aspects we were trying to keep Folsom Point open as much as possible because that's our main access to the lake from that side, from the Folsom side which is really heavily used, one of the most-visited parks in the state. But talking to the engineers, I understand that closing Dike 8 is really part of the development -- the improvement of the Mormon Island Dam and you really can't get around it because of all the material they need to put there, and they need to get access through the main dam when they're doing the excavation at Mormon Island. So I would really like to see alternative facilities. #18-3 Recreation mitigation] We have other locations that we could use for access point in the park or the lake, if you will, that are underdeveloped and if we could get those expanded. Like there's one a few miles from Folsom Point, the Brown's Ravine, if that facility could be expanded and that would, I think, do a lot to help the recreational loss of Folsom Point.</p> <p>MR. NEPSTAD: Right. So basically make up for the loss of access by increasing the capacity of the other access points and even getting some of these that are under development put in earlier maybe than they would have otherwise?</p> <p>STEVE HODGES: Or, yeah, I don't think there's any plans of improvement or that I know of, at least the Brown's Ravine facility, so that would be a real bonus, and we were talking to -- was it John or one of the engineers said that it's unclear that Folsom Point, at what times it actually needed to be closed so I'm not sure.</p> <p>MR. NEPSTAD: So clarity on when it would be out of operation then?</p> <p>STEVE HODGES: Yeah, I guess that would be a question. There again, I wouldn't want to slow the project down by making it be open during the construction. I think the progress of the project would be the main concern, getting the thing finished. He also mentioned that with all the material, there could be -- Folsom Point when they're through, could be really changed and developed into a</p>	<p>Steve Hodges</p>

Page: 4

Sequence number: 1
Author:
Subject: #18-2
Date: 3/15/2007 4:41:03 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2
Author:
Subject: #18-3
Date: 3/15/2007 4:41:09 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3
Author:
Subject: #17-3
Date: 3/14/2007 1:32:22 PM

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. In addition, the comment period was extended by four days (to January 26th) to allow more comments on the Draft EIS/EIR. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 4
Author:
Subject: #17-2
Date: 2/21/2007 11:10:44 AM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 5
Author:
Subject: #18-1
Date: 3/14/2007 1:32:28 PM

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 6
Author:
Subject: #17-1
Date: 3/15/2007 4:40:52 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

		<p>different type of facility, expanded, so that's kind of exciting to see. I don't know if the Bureau has any plans for that or not.</p> <p>MR. NEPSTAD: Okay, and that would be something good to have explained?</p>
<p>19</p>	<p>Jerry Toenyes</p>	<p>STEVE HODGES: Right, because they're the ones that manage the public recreation. So that would be a suggestion. That's it..</p> <p>JERRY TOENYES: I've got some comments here. [a] #19-1 Projects The first comment I have is it's not abundantly clear when you look at the EIS document that there's kind of three different segments. There's the Dam raise which is the Corps engineers project; there is the auxiliary spillway, which is the Joint Federal Project; and then there's the Mormon Island which is the safety of dams project. And I think it would be good right up front to make that so that it's real clear when you look at the document that there's kind of three separate parts there. And you could include I'm sure other phases to that besides that, that's L.L. Anderson, the bridge, the environmental work, those type things and whether those are -- I think those are all Corps projects too.</p> <p>MR. NEPSTAD: And it would be to get it up-front organized a little better so it's easier to follow through?</p> <p>JERRY TOENYES: Yeah. And then most of my comments aren't really in the EIS itself but it's stuff that certainly that has an impact on the water and power. [a] #19-2 Cost allocation. The first one is the cost allocation. You know, I think it should be clear that for the, for example, the Dam raise, the Dam raise is 100 percent flood control which is a Corps project. Now, maybe you got reimbursed responsibilities there with SAFCA, but I think it should be clear as to what that is, you know?</p> <p>MR. NEPSTAD: Right. How the cost are allocated for the various phases?</p> <p>JERRY TOENYES: That's right. For the spillway, now that's going to be one that's going to be split between flood control and safety of dams. And then we've got the Mormon Island that's going to be safety of dams. But on the split between flood control and safety of dams, how that's going to occur in the process. Quite frankly, we just rolled out in the 2002 report a proposal, you know, here's the number. It was kind of like set in concrete. We didn't have any input into it and then later on it was said that, well, no, it wasn't really wasn't 48 percent/52 percent, we made an error. It should have been 42 percent/58 percent. We don't want to have that surprise. We want to be able to have the public input, know it and understand it, okay, we got it and we support it. [a] #19-3 Alternative costs. And then I think kind of in conjunction with that too should be the cost of the alternatives. In the listing, there's nothing in the EIS on that. I understand there's another document maybe that has some of that but, I mean, this was the first time I saw this, the \$950 million. So I think it would be good to have a listing of what the costs are, and I'm assuming that the fuse plug would be cheaper than the Joint Federal Project, but I mean, and you can't see that from there and that's very helpful, quite frankly, for cost allocations. [a] #19-4 PD temperature control device. One other item to comment on is the temperature control device. I think there's a real opportunity here. I think, you know, it isn't, again, clear in the EIS what's going to be done on the temperature control device. I think there's a real opportunity to do something similar to what was done at Shasta where you're able to go down below where the penstock level is too and so that you can really control what the temperature is. And I think the environmental community would be very supportive of that too because they would want to know what the temperature is and be able to manipulate that. Right now, it's pretty rudimentary. You pull off a shield or whatever that is, you know, it's just got three segments. It's pretty rudimentary, and I think with maybe just a little more thought and maybe not too much more cost, you can put a pretty good temperature control device. [a] #19-5 PD Folsom reoperation. The next comment would be there are different projects going on, different parts, but one part is the reoperation of the Folsom Dam which is separate from this but certainly linked because what you come up with here for the preferred alternative is going to have a tie-in on the reoperation there so something should be matched a little bit more on the</p>

Sequence number: 1
Author:
Subject: #19-3
Date: 3/15/2007 11:42:22 AM

T Alternatives Costs – Costs of the alternatives are normally not presented in an EIS/EIR because costs are not a primary comparison criterion when presenting and evaluating alternatives in the EIS/EIR. The EIS/EIR is focused on the project's potential impacts to the physical, biological and social environments. The EIS/EIR identifies an environmentally preferred alternative based on an assessment of impacts, not an evaluation of costs. The cost of the fuseplug spillway would be less than the JFP gated spillway because it involves less excavation, concrete, and steel work than the JFP gated spillway. However, the fuseplug would not meet any flood damage reduction objectives and is not a joint federal project.

Sequence number: 2
Author:
Subject: #19-1
Date: 3/14/2007 1:36:17 PM

T Project Description - The project addressed in the Draft EIS has three elements: Dam Safety, Dam Security, and Flood Damage Reduction. Dam Safety and Dam Security are the responsibility of Reclamation while Flood Damage Reduction is the responsibility of the Corps and its local partners. Congress has requested that Reclamation and Corps seek common solutions where possible. The Joint Federal Project auxiliary spillway has been designed to address the Dam Safety and Flood Damage Reduction hydrologic concerns of both agencies. Work at L.L. Anderson, the Folsom Bridge Project, and along the lower American River are separate Corps projects, not related to the Folsom DS/FDR actions. Spillway improvements at L.L. Anderson Dam were included in the originally authorized Folsom Dam Raise Project. However, the Corps' current Selected Plan, as described in the PAC Report, recommends deleting this element from the Folsom Dam Raise Project, as it has recently been determined that Placer County Water Agency, the owner of the dam, will take responsibility for these improvements. Section 1.3 further describes coordination of the projects.

Sequence number: 3
Author:
Subject: #19-2
Date: 3/16/2007 2:17:57 PM

T Cost Allocation - Any potential raise would be for flood damage reduction purposes only and therefore funded by the Corps and their cost share partners. Reclamation would recover up to 15% of total dam safety costs at Folsom Dam and Reservoir from among the reimbursable project functions, namely irrigation water supply, municipal and industrial water supply and power. Recovery of dam safety costs would be in compliance with prevailing statutes and policies.

Sequence number: 4
Author:
Subject: #19-4
Date: 3/15/2007 2:00:18 PM

T Temperature control devices are not assessed in this EIS/EIR. As described in the Corps PAC Report, the originally authorized Folsom Dam Raise Project included improvements to the temperature control shutters as part of the ecosystem restoration component of the project. The Selected Plan (Refined Authorized Project) described in the PAC Report does not recommend any changes to this element of the authorized project, which is analyzed in the 2002 Long Term Feasibility Study/EIS/EIR. Supplemental environmental analysis, coordination and documentation would be completed if needed for this feature in the pre-construction, engineering and design phase of the project.

Sequence number: 5
Author:
Subject: #19-5
Date: 3/16/2007 2:02:11 PM

T Project Reoperations - The Corps will initiate a collaborative process with CVP water and power contractors, Reclamation and other stakeholders to develop a concept and plan for permanent re-operation of Folsom Dam and Reservoir. The Corps is committed to that process and will not make any final decisions pending the outcome of the process. Permanent re-operation of Folsom Reservoir is outside the scope of this EIS/EIR and will require separate environmental documentation.

The authorization for the Folsom Modification Project directs the Corps to change the variable flood storage space at Folsom Lake from the current interim operation of 400,000 acre-ft to 670,000 acre-feet to a 400,000 acre-feet to 600,000 acre-feet (400/600) permanent variable flood space operation once the Folsom Modification Project has been implemented. The Corps, with coordination by Reclamation, will develop a new flood control manual for Folsom Dam for implementation prior to completion of the JFP Auxiliary Spillway. The new flood control manual feature is currently being scoped as a parallel process. **Therefore, operations are analyzed and disclosed based upon current operational requirements in this EIS/EIR. The parallel flood**

		<p>different type of facility, expanded, so that's kind of exciting to see. I don't know if the Bureau has any plans for that or not.</p> <p>MR. NEPSTAD: Okay, and that would be something good to have explained?</p>
<p>19</p>	<p>Jerry Toenyes</p>	<p>STEVE HODGES: Right, because they're the ones that manage the public recreation. So that would be a suggestion. That's it..</p> <p>JERRY TOENYES: I've got some comments here. [#19-1 Projects] The first comment I have is it's not abundantly clear when you look at the EIS document that there's kind of three different segments. There's the Dam raise which is the Corps engineers project; there is the auxiliary spillway, which is the Joint Federal Project; and then there's the Mormon Island which is the safety of dams project. And I think it would be good right up front to make that so that it's real clear when you look at the document that there's kind of three separate parts there. And you could include I'm sure other phases to that besides that, that's L.L. Anderson, the bridge, the environmental work, those type things and whether those are -- I think those are all Corps projects too.</p> <p>MR. NEPSTAD: And it would be to get it up-front organized a little better so it's easier to follow through?</p> <p>JERRY TOENYES: Yeah. And then most of my comments aren't really in the EIS itself but it's stuff that certainly that has an impact on the water and power. [#19-2 Cost allocation.] The first one is the cost allocation. You know, I think it should be clear that for the, for example, the Dam raise, the Dam raise is 100 percent flood control which is a Corps project. Now, maybe you got reimbursed responsibilities there with SAFCA, but I think it should be clear as to what that is, you know?</p> <p>MR. NEPSTAD: Right. How the cost are allocated for the various phases?</p> <p>JERRY TOENYES: That's right. For the spillway, now that's going to be one that's going to be split between flood control and safety of dams. And then we've got the Mormon Island that's going to be safety of dams. But on the split between flood control and safety of dams, how that's going to occur in the process. Quite frankly, we just rolled out in the 2002 report a proposal, you know, here's the number. It was kind of like set in concrete. We didn't have any input into it and then later on it was said that, well, no, it wasn't really wasn't 48 percent/52 percent, we made an error. It should have been 42 percent/58 percent. We don't want to have that surprise. We want to be able to have the public input, know it and understand it, okay, we got it and we support it. [#19-3 Alternative costs.] And then I think kind of in conjunction with that too should be the cost of the alternatives. In the listing, there's nothing in the EIS on that. I understand there's another document maybe that has some of that but, I mean, this was the first time I saw this, the \$950 million. So I think it would be good to have a listing of what the costs are, and I'm assuming that the fuse plug would be cheaper than the Joint Federal Project, but I mean, and you can't see that from there and that's very helpful, quite frankly, for cost allocations. [#19-4 PD temperature control device]. One other item to comment on is the temperature control device. I think there's a real opportunity here. I think, you know, it isn't, again, clear in the EIS what's going to be done on the temperature control device. I think there's a real opportunity to do something similar to what was done at Shasta where you're able to go down below where the penstock level is too and so that you can really control what the temperature is. And I think the environmental community would be very supportive of that too because they would want to know what the temperature is and be able to manipulate that. Right now, it's pretty rudimentary. You pull off a shield or whatever that is, you know, it's just got three segments. It's pretty rudimentary, and I think with maybe just a little more thought and maybe not too much more cost, you can put a pretty good temperature control device. [#19-5 PD Folsom reoperation.] The next comment would be there are different projects going on, different parts, but one part is the reoperation of the Folsom Dam which is separate from this but certainly linked because what you come up with here for the preferred alternative is going to have a tie-in on the reoperation there so something should be matched a little bit more on the</p>

control manual development and study will include variable flood storage space, including analysis of forecast based operations, new flood release schedules and a plan component for repayment of potential water supply losses resulting from implementation of this flood control manual. This parallel study will be a collaborative process with the appropriate level of environmental analysis, public, agency and stakeholder coordination, and appropriate NEPA/CEQA documentation.

		<p>reoperation. And what I really encourage is any EIS/EIR, you have a statement in there that the flood control reservation is 400,000/600,000-acre feet. But I think there's a opportunity to -- you also talk about doing prereleases. Well, what I might encourage is don't get set on 400,000/600,000. I think as we get smarter as we go through this and talk about for case-based operations which the Corps is looking at. Maybe, I think, it would be easier -- it should be better, I think the environmental community and water and power users would like to see a fuller reservoir but make prereleases two or three days ahead of when the storm's coming in to get down to whatever level you think is going to be necessary for the storm. And if you don't have a storm, which is nine times out of ten you're not going to have a storm coming, so it won't affect it. But then you've got a higher level, especially in dry years, to carry over to meet all your water quality issues in the American River and the Delta and all that, and plus you've still got water obviously for the water interests and power, M&I interests, and Fish and Wildlife interest. So I just encourage you to stay flexible in that reservation about whether you're locking that in because once you lock something and here's the rule. I think we need to be wiser as we go in the future on that one because water's going to get tighter and tighter, so making prereleases and then not having the reservoir filled up is not in anyone's interest. And we certainly have an example of that just in 2004, so pretty recently that occurred.</p> <p>[#19-6 PD security features and cost allocation.] And then the last comment I have is on security, security features. That's more of a Reclamation feature, I think, but you know it's mentioned but it isn't mentioned what the project's going to be and how much of that, again, is going to be the responsibility of water and power to pay. And, you know, probably there's some national security where you don't want to go in and do much detail, but you've got to give us enough information so we know what's going on as far as what our cost responsibility is. If you're stringing out a big powerline or something like that, you know, we need to know that as far as what the capital costs and what the O&M cost responsibility is going to be on that.] So I will be submitting these type of comments in writing top before the 22nd, but as long as I'm sitting here today, I want to give you the oral comments too.</p>
<p>20</p>	<p>Russ Harrington</p>	<p>[#20-1 Cost Allocation.] 1. Reclamation and the Corps of Engineers need to engage in a public review process PRIOR to finalizing a Flood Control/Safety of Dams cost allocation.</p>
<p>21</p>	<p>Madeleine Moseley</p>	<p>2. The Dam Raise component should be exclusively allocated to Flood Control.</p> <p>[#21-1 PD Auburn Dam.] Anyhow, the reason why I came is that I don't think we should raise our dam. The main thing we should do is build the Auburn Dam. Our Folsom Lake is just a puddle. And they said that they're going to close Dike 8. I don't want Dike 8 closed, and I know that is for the -- I think they're going to put a tunnel if there's a big rain so that they can divert the water. They were talking about the main dam to put in more openings to release the water, and instead they're going to not do that. We've got enough openings in that dam to open up, so we don't need -- but this here is going to be like a tunnel and diverting from the Dam Road and it's terrible. But anyhow, I don't want them to do that, and the main thing to do is to build the Auburn Dam and that will give us water and everything else because our little dam out here, they said it would take about four or five years to fill it up.] The first year, we had a rain, and it overflowed. I've been a resident in Folsom in the area of Folsom since 1939. [#21-2 Visual dam raise.] We want to be able to use Folsom Lake and to see it because we can't see it if they raise it. We had an observation point up there and we used to go out there and of course, you know, like the Bureau, they told us that that was just temporary and the City of Folsom would not do anything about it, so now that's the reason why we've got to have a new bridge. [#21-3 Cultural] Mormon Island Cemetery. And another point I'd like to make is what are they going to do with the Mormon Island Cemetery? Nobody knows where it's at and it's not being addressed and they just hope it will disappear, and I will not let it disappear. There are bodies still there. The thing is that there's people -- you can't move bodies unless you get permission from their family and we don't know where their family is. The reason why the bodies, some bodies, were moved from there before, they flooded the lake and they moved it over to Mormon Island off of Green Valley Road. But those people, they had relatives to sign them out but the other ones, they're still there which is a shame because they said they're going to put their equipment there.</p>
<p>22</p>	<p>Robert Giacorneth</p>	<p>I wanted to offer my input into objecting to Folsom Point being closed. [#22-1 Recreation lake access closure/alternatives.] The City of Folsom will be denied recreational access, it would have a significant impact on the community denying us access to the lake. [#22-2</p>

Page: 6

Sequence number: 1

Author:

Subject: #22-2

Date: 2/21/2007 11:19:36 AM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 2

Author:

Subject: #22-1

Date: 3/15/2007 4:41:35 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #21-2

Date: 3/15/2007 2:07:25 PM

T The 3.5-ft raise options currently being considered would be unlikely to block views of local residences or of people using Folsom recreation facilities.

Sequence number: 4

Author:

Subject: #21-3

Date: 3/14/2007 1:44:49 PM

T Mormon Island Cemetery – The Mormon Island Cemetery is located remote from any area of potential effect from the Folsom DS/FDR project.

Sequence number: 5

Author:

Subject: #19-6

Date: 3/14/2007 1:41:24 PM

T Security Features - Congress required Reclamation to recover operation and maintenance costs associated with security operations from reimbursable project beneficiaries beginning in Fiscal Year (FY) 2007. Capital costs associated with physical site security will remain non-reimbursable.

Sequence number: 6

Author:

Subject: #20-1

Date: 3/15/2007 2:02:52 PM

T Cost allocation -Flood control costs associated with the project are non-reimbursable and non-refundable from CVP water and power contractors. Reclamation is responsible for recovering the reimbursable portion of the safety of dam costs from contractors. Reclamation will comply with the spirit and intent of all statutes and policies concerning coordination and review by beneficiaries of recoverable costs. The potential 3.5-ft dam raise will be 100% flood damage reduction. The Corps PAC Report provides text clarifying this.

Sequence number: 7

Author:

Subject: #21-1

Date: 3/15/2007 2:03:29 PM

T Auburn Dam – The potential for an upstream storage facility, including Auburn Dam, to meet the objectives of the Folsom DS/FDR was evaluated early in the alternatives assessment process (see Section 2.1.6 of the Draft EIS/EIR) and was eliminated because an Auburn Dam would not meet project purpose and needs. Construction of a new facility upstream of Folsom Reservoir would not address the dam safety or dam security objectives as described in Chapter 1 of the Final EIS/EIR. There is an immediate need to upgrade the Folsom facilities which can be accomplished under current authorities. Also see Section 4.3.6 in Chapter 4 of the Final EIS/EIR.

		<p>Socioeconomics businesses]. It would have a financial impact too. I'm an avid bass fisherman and I have a fishing guide service that will be impacted by closing access. We'll have to go significantly out of our way to access the lake for my business, and it will have an impact on possible fishing tournaments coming to Folsom Lake because they'll have less areas to launch in.</p> <p>A fishing tournament -- a good fishing tournament can bring 100 anglers from outside of the area who may be here for two days. They'll stay in rooms, they'll buy meals at restaurants, and not having that in the communities is going to have a significant financial impact on the community. If you close one of the areas that gives access to the lake, it may impact -- make the other one so crowded that these organizations won't come out to Folsom Lake at all so it will affect the outlying areas also. #22-3 Socioeconomics property value.] One of the other major issues is when I purchased my home, one of the attractive things for me was being close to Folsom Lake, and that's what was listed in the listing, because pursuit of the outdoors. So I feel by closing Folsom Point, it's actually going to have a negative effect on my property value because I'll no longer be able to access the lake. So I would really encourage the powers that be to look at finding an alternate site to do whatever staging they have to do to keep the Folsom Point open. #22-4 Recreation mitigation.] If they are going to submit mitigation, offer mitigation of some sort, it needs to be in the form of some sort of recreation for the citizens. Citizens are losing recreation; they need to be mitigated with recreation. I don't have any specific suggestions at this time I can think about, but may come up with them later.</p>
<p>23</p>		<p>I'm here to voice objections to the alternatives that proposed closing Folsom Point for up to seven or eight years for what appears to be staging of equipment. I'm not here because I care whether they build a gate, dam, spillway, or an auxiliary spillway. The technical part does not matter. I'm here because of the impacts it will have on recreation for the lake, the impacts it will have on traffic and the environment. #23-1 Transportation impact analysis.] My understanding is this is supposed to be to review the Environmental Impact Report, and I don't believe most of the Environmental Impact Report properly addresses the impact. Most of it is blown off, that's the technical term for ignored, including traffic and frustrations. I believe the issues with traffic will be worsened because this is starting before the new dam bridge will be completed, increasing more traffic through town and to other areas of the lake. So my objection is to the way they're planning it. #23-2 Public involvement meeting notification.] I'm also objecting to the way they communicated this meeting. Most people here I believe are here only by word of mouth. The Bureau did a really poor job in communicating -- actually, they didn't even do a job of communicating it, there was no public information in newspapers or on TV until today. Today was the first time we saw it in the paper and the meeting was tonight. I believe the Bureau needs to have another session, not propaganda, but a session where people can give comments in a public room and hundreds of people can cheer on the person speaking against the Bureau of Reclamation, w-r-e-c-k, wreck-lamation, which is exactly what they're trying to do to Folsom, wreck it with closing the Dam Road, wreck it with closing the Folsom Point and other Folsom Lake access points. I think that will be my comments for now, how's that?</p>
<p>24</p>	<p>Doug Pepper</p>	<p>#24-1 Geology and soils dam stability.] I came tonight because I believe by raising the present dam, you weaken it. Some of the engineers I work with have said this. My brother has said this and he's a soil engineer, and #24-2 Auburn Dam.] I believe they should build the Auburn Dam because I moved to the Auburn area in 1949 from San Francisco and we saw, over a number of years, we saw the bridge at the bottom that leads from Placer County to El Dorado County get carried away twice because of flood waters. And my father always told us that water was the most important thing. And I know aboard a ship, where I was in a nuclear ship, where you can either store water or you can make it. And you have to use energy to make it. So going along with building Auburn Dam, I believe reforestation is very important for the surrounding watershed. I spent a lot of time in Japan because our ship needed repairs in a port down from Yokohama in Tokyo Bay. We used to go up to Hakone National Forest. This was the forest that surrounds Mt. Fuji, so you know, the Japanese holy mountain, Shinto religion. I saw a lot of Japanese dams up there and I talked to some of Japanese forest people and they told me that maintaining a good forest in back of the dam was just as important as building a good dam as far as storing water, and we have been very neglectful doing that. I know the Chinese had trouble with the Yangtze for thousands of years and spent \$24 billion and that took care of the problem. And I know the Brazilians built the Parana River -- on the Parana River built</p>

Sequence number: 1
Author:
Subject: #22-3
Date: 3/14/2007 1:47:55 PM

T Residential Property Values - Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.5 in Chapter 4 of the Final EIS/EIR for more information. As discussed in Chapters 2 and 4 of the Final EIS/EIR, Folsom Point would remain open for recreation during peak season; therefore, impacts to property values with regards to the closure of Folsom Point would not occur.

Sequence number: 2
Author:
Subject: #22-4
Date: 3/15/2007 4:41:43 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3
Author:
Subject: #24-2
Date: 3/15/2007 2:09:54 PM

T Auburn Dam – The potential for an upstream storage facility, including Auburn Dam, to meet the objectives of the Folsom DS/FDR was evaluated early in the alternatives assessment process (see Section 2.1.6 of the Draft EIS/EIR) and was eliminated because an Auburn Dam would not meet project purpose and needs. Construction of a new facility upstream of Folsom Reservoir would not address the dam safety or dam security objectives as described in Chapter 1 of the Final EIS/EIR. There is an immediate need to upgrade the Folsom Facility, which can be accomplished under current authorities. Also see Section 4.3.6 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4
Author:
Subject: #23-2
Date: 3/14/2007 1:51:41 PM

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR. Also, see the Topical Response for recreation mitigation in Section 4.3.1 of Chapter 4 of the Final EIS/EIR regarding refinements to the project to keep Folsom Point open.

Sequence number: 5
Author:
Subject: #23-1
Date: 3/15/2007 11:50:09 AM

T Traffic impacts due to the project were addressed in the Draft EIS/EIR in Section 3.9. This section includes 84 pages of text and tables presenting existing traffic conditions and circulation patterns, locations with traffic problems, and the impacts of construction traffic on local traffic patterns. The City of Folsom has provided comments and suggestions on the EIS/EIR traffic impacts. Prior to construction and hauling of materials, the Partner Agencies and their contractors will submit a traffic control plan to the City of Folsom outlining proposed routes and times of transport. The Partner Agencies and their contractors will adhere to the plan mutually agreed to with the City of Folsom. There would be less additional traffic on city streets during construction due to haul roads remaining on Federal land. See section 4.3.9 in Chapter 4 of the Final EIS/EIR for more information.

Sequence number: 6
Author:
Subject: #24-1
Date: 3/14/2007 1:52:39 PM

T Geology, soils, dam stability - During the pre-construction, engineering and design phase for the 3.5-ft raise, the project would be designed to ensure that the stability of the concrete dam and all embankments is not decreased. Previous engineering analyses indicate that the 3.5-ft raise

		<p>Socioeconomics businesses.] It would have a financial impact too. I'm an avid bass fisherman and I have a fishing guide service that will be impacted by closing access. We'll have to go significantly out of our way to access the lake for my business, and it will have an impact on possible fishing tournaments coming to Folsom Lake because they'll have less areas to launch in.</p> <p>A fishing tournament -- a good fishing tournament can bring 100 anglers from outside of the area who may be here for two days. They'll stay in rooms, they'll buy meals at restaurants, and not having that in the communities is going to have a significant financial impact on the community. If you close one of the areas that gives access to the lake, it may impact -- make the other one so crowded that these organizations won't come out to Folsom Lake at all so it will affect the outlying areas also. ##22-3 Socioeconomics property value.] One of the other major issues is when I purchased my home, one of the attractive things for me was being close to Folsom Lake, and that's what was listed in the listing, because pursuit of the outdoors. So I feel by closing Folsom Point, it's actually going to have a negative effect on my property value because I'll no longer be able to access the lake. So I would really encourage the powers that be to look at finding an alternate site to do whatever staging they have to do to keep the Folsom Point open. ##22-4 Recreation mitigation.] If they are going to submit mitigation, offer mitigation of some sort, it needs to be in the form of some sort of recreation for the citizens. Citizens are losing recreation; they need to be mitigated with recreation. I don't have any specific suggestions at this time I can think about, but may come up with them later.</p>
<p>23</p>	<p>Doug Pepper</p>	<p>I'm here to voice objections to the alternatives that proposed closing Folsom Point for up to seven or eight years for what appears to be staging of equipment. I'm not here because I care whether they build a gate, dam, spillway, or an auxiliary spillway. The technical part does not matter. I'm here because of the impacts it will have on recreation for the lake, the impacts it will have on traffic and the environment. ##23-1 Transportation impact analysis.] My understanding is this is supposed to be to review the Environmental Impact Report, and I don't believe most of the Environmental Impact Report properly addresses the impact. Most of it is blown off, that's the technical term for ignored, including traffic and frustrations. I believe the issues with traffic will be worsened because this is starting before the new dam bridge will be completed, increasing more traffic through town and to other areas of the lake. So my objection is to the way they're planning it. ##23-2 Public involvement meeting notification.] I'm also objecting to the way they communicated this meeting. Most people here I believe are here only by word of mouth. The Bureau did a really poor job in communicating -- actually, they didn't even do a job of communicating it, there was no public information in newspapers or on TV until today. Today was the first time we saw it in the paper and the meeting was tonight. I believe the Bureau needs to have another session, not propaganda, but a session where people can give comments in a public room and hundreds of people can cheer on the person speaking against the Bureau of Reclamation, w-r-e-c-k, wreck-lamation, which is exactly what they're trying to do to Folsom, wreck it with closing the Dam Road, wreck it with closing the Folsom Point and other Folsom Lake access points. I think that will be my comments for now, how's that?</p>
<p>24</p>	<p>Alfred P. Bulif</p>	<p>##24-1 Geology and soils dam stability.] I came tonight because I believe by raising the present dam, you weaken it. Some of the engineers I work with have said this. My brother has said this and he's a soil engineer, and ##24-2 Auburn Dam.] I believe they should build the Auburn Dam because I moved to the Auburn area in 1949 from San Francisco and we saw, over a number of years, we saw the bridge at the bottom that leads from Placer County to El Dorado County get carried away twice because of flood waters.] And my father always told us that water was the most important thing. And I know aboard a ship, where I was in a nuclear ship, where you can either store water or you can make it. And you have to use energy to make it. So going along with building Auburn Dam, I believe reforestation is very important for the surrounding watershed. I spent a lot of time in Japan because our ship needed repairs in a port down from Yokohama in Tokyo Bay. We used to go up to Hakone National Forest. This was the forest that surrounds Mt. Fuji, so you know, the Japanese holy mountain, Shinto religion. I saw a lot of Japanese dams up there and I talked to some of Japanese forest people and they told me that maintaining a good forest in back of the dam was just as important as building a good dam as far as storing water, and we have been very neglectful doing that. I know the Chinese had trouble with the Yangtze for thousands of years and spent \$24 billion and that took care of the problem. And I know the Brazilians built the Parana River -- on the Parana River built</p>

being considered can be safely built.

Sequence number: 7

Author:

Subject: #22-2

Date: 2/21/2007 11:20:56 AM -08'00'

T Socioeconomics - See Response to Comment #12-1

		<p>the Itaipu, which is one of the largest dams in the world shared by Paraguay and Brazil. And then I know the Chinese now are building additional dams in the upper Mekong and Brahmaputra, the rivers that drain from the Himalayas and India too because of their expanding populations. I, myself, like to take a shower at least once a day and I know how water is precious because I have a lot of Palestinian friends that get their water turned off and on by the Israelis who control the utilities over in the Gaza Strip and also in the west bank, people don't realize that, so water is very precious. Here in the United States everybody uses an average of 300 gallons per person. If you were in Africa, you'd be lucky to use 10 gallons. So water is very precious and it's going to be even more precious in the future with the impressions of -- because the impression of larger populations in California because the population now in California is 35 million. In 20 years, it's supposed to go to 50 million and we need to plan ahead, and I hope Mr. Arnold under the dome realizes that. Because where my father's from, he was an Austrian, and they do that, they maintain their forest and they build nice dams for water. Thank you for your time.</p>
<p>25</p>	<p>Mechelle Gooch</p>	<p>[#25-1 Recreation lake access closure/alternatives.] Obviously, I have to let the professionals decide what's best as far as the flood control and financial end of it; however, as a Folsom person who moved here because of the lake, I don't want Folsom Point/Dike 8 closed off to recreational activities. I own a boat, I have kids. Six years is a long time in a lifetime of a child. My youngest is nine and six to seven years optimistically he's going to start going to college and won't even be here. We're losing the time we want to spend on the boat with our son. So they need to find another alternative to closing down Dike 8.</p>
<p>26</p>		<p>I'm here representing actually multiple viewpoints. And first of all, I've got to say that I support the flood control measures that are being proposed. I'm president of the Sacramento Sports, Boat, and RV Show. Through that, I'm representing interests of the hundreds of outdoor product dealers and as a de facto representative of millions of outdoor enthusiasts who have visited the show -- Sports, Boat, and RV Show I should say -- during its 54-year history. [#26-1 Socioeconomics businesses.] Folsom Lake is an important asset for outdoor recreational enthusiasts. Closing access to its shorelines and boat ramps would be very detrimental to recreational enthusiasts and also extremely damaging to the boat, recreational vehicle, and outdoor products retailers in the region. I'm also a boater and I buy the annual pass to use Folsom Lake and we use Folsom Lake dozens of times each year. It's a source of recreational entertainment and pride, and as a side note, as I'm sure there are representatives of Chamber of Commerce will be saying, it's true that when we go to the lake, we stop at the stores, the restaurants to stock up the ice chests, to fill the gas tank on the way into the lake. And after a day at the lake, we're starving. We hit the gas station to fill up, we hit the restaurants to grab dinner. So the local economy is greatly impacted by us as users and boaters as a whole. [#26-2 Recreation remaining access points.] My third representation is I'm a multi-sport athlete. I use the lake and its shoreline for training and biking, running, and swimming, and I participate in the triathlons and duathlons that are held at the lake each year. The lake access points are already impacted. They're very busy at peak times. There's lots of room on the water but limited room on the launch ramps. If one launch area closes or is reduced in its capacity, the others cannot carry the increased load. Other waterways in the region, such as the American River and Sacramento River, also cannot handle the increase. [#26-3 PD alternative to lake access closure]. As a representative of the businesses impacted by access to the lake, outdoor recreational enthusiasts, and as someone who enjoys the lake as a boater and an athlete, I encourage the continued access to the lake and its shoreline before, during, and after the construction. Thank you.</p>
<p>27</p>	<p>Ian Cornell</p>	<p>[#27-1 Recreation mitigation.] My comment is -- I would suggest increasing the parking facilities at the remaining existing launch areas to accommodate more boats and trailers. I feel that people will be able to accept longer lines for launching but the big issue is whether or not there will be enough space for them to leave their vehicles. I think this would be a permanent and positive long-term impact because it would improve the existing facilities that are worked on and it would allow more recreation use than maybe is being considered at this time.</p>
<p>28</p>	<p>Carol James Elinor Brady</p>	<p>[#28-1 Inundation affected property.] I live in the cove off of Lake Hills Drive and the cove is just where the south fork enters the dam and I face right directly on the water, so I am interested in seeing how far the water will come up when you decide that you're going to raise the dam by seven feet or more. As I understand, it is now slated to be three and a half feet and I don't think that will impact my</p>

Sequence number: 1
Author:
Subject: #26-2
Date: 3/16/2007 11:51:53 AM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2
Author:
Subject: #26-1
Date: 2/21/2007 11:22:54 AM -08'00'

T Socioeconomic Business - See Response to Comment #12-1

Sequence number: 3
Author:
Subject: #26-3
Date: 3/15/2007 4:42:04 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4
Author:
Subject: #25-1
Date: 3/15/2007 4:41:55 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5
Author:
Subject: #28-1
Date: 3/16/2007 2:18:36 PM

T Alternatives 4, a 7-ft raise, and Alternative 5, a 17-ft raise, are no longer being considered; however, a 3.5-ft raise is still possible. The Draft EIS/EIR included alternatives that had the potential for increasing that reservoir surface elevation that also could potentially flood property immediately adjacent to the reservoir. However, neither Reclamation nor the Corps are considering actions that would result in an increased reservoir water elevation. Therefore, your property would not be inundated or subject to take under the Preferred Alternative. Please see Chapter 2 of the Final EIS/EIR for additional information on the revised project description.

Based upon additional engineering analysis since the Draft EIS/EIR was published, the Corps has concluded that with optimization of all elements of its Selected Plan, including the 6STG auxiliary spillway, emergency spillway gate modification, and a 3.5-ft facility raise, an increase to maximum reservoir water surface elevation beyond current dam crest elevation is not anticipated in order to provide for flood damage reduction benefits. The future maximum reservoir surface elevation with the Corps' Selected Plan would not exceed the existing federal property take line for a 200-year flood design event. The anticipated lower maximum water surface elevation for all flood events, inclusive of a PMF event, eliminates the risk that surrounding properties or habitat would be flooded beyond that which occurs under existing conditions. Consequently, no property takes, flowage easements, or additional small scale impoundment features such as dikes or berms beyond the existing take line are planned as part of the Corps' Selected Plan. The possible 3.5-ft raise of the Corps' Selected Plan will undergo further design during pre-construction, engineering, and design phase and, if needed, addressed through a supplemental NEPA/CEQA document.

Sequence number: 6
Author:
Subject: #27-1
Date: 3/15/2007 4:42:13 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

	<p>property, but if it should go higher, it will impact the property I do believe. So I'm interested in knowing very definitely what is likely to happen there. [#28-2 Population and Housing property acquisition]. I'm concerned about eminent domain and recompense for property, the property that I might lose. That's my main concern at the present time. I do have some concern about people being flooded out if the dam is not reinforced properly, it would be a disaster, huge disaster, because so many homes are being built in the flood plane so just as a private individual, of course we would all be impacted by that. So I want the Corps of Engineers to do a very good job. I want them to get the money to do it.</p>	
<p>29</p>	<p>[#29-1 Auburn Dam.] First of all, I don't see the Auburn Dam being mentioned anywhere as an alternative to any of the aspects that this project is proposing to do, and I think it would solve most of the problems. [#29-2 Purpose and Need.] The Folsom Dam really needs the main gates to be repaired or replaced, that's the main problem. All of this is not adding any new hydroelectric power which is needed desperately. It should be incorporated somehow into something, either this or the Auburn Dam or whatever. But the main flood problem could be addressed by fixing the old rusted-out crappy gates that they can't even control the flood level. One of the purposes of a reservoir is to store water. Folsom Lake could store more water if it were dredged aggressively, and it wouldn't raise the water, it wouldn't do anything to the environment. The water level could stay the same, it would hold more water. The alternatives to raising the level of Folsom Lake as opposed to flooding the American River Canyons due to the Auburn Dam are detrimental, I believe, because there's a dwindling foothill habitat and the upper-level habitat has already been ruined because of logging and mining and it needs to be repaired. In creating new reservoirs up in the American River Canyon, it could be done in association with ecosystem rebalancing which would increase the riparian habitats and could restore the forest habitats. Right now, I mean, the Foresthill Divide is covered with Manzanita. They never replanted, okay? So a holistic approach to the Auburn Dam could address environmental concerns to pretty much everyone's satisfaction. Lastly, the increased hydroelectric power that could be added through the Auburn Dam or added to the Folsom Dam project would be a CO2-free form of energy which, considering global warming, is something we should be trying to incorporate in every long-term infrastructure project that we are doing as a people regardless of the cost.</p>	<p>Renee Howle</p>
<p>30</p>	<p>My concern is the Mormon Island auxiliary dam which is an earthen dam; it's not concrete, it's an earth dam. To me, it's a ticking bomb. Not only is it on an old riverbed on nonsolid bedrock on nonsolid ground, it's also right next to or on top of an earthquake fault. Additionally, Mormon Island Dam has a known water seepage issue. Now at this point the water is clear and not cloudy but that can change over time. [#30-1 Mormon Island Dam stability.] My real concern is that the increased pressure placed upon Mormon Island auxiliary dam by a raise of the lake level will lead to a catastrophic failure and collapse of the Mormon Island Dam and then all the houses are downstream -- originally when the dam was built in 1948 to 1956, the only thing downstream of Mormon Island Dam were cattle pastures. Now there are hundreds of homes, thousands of residents in the path of that potential 30-foot wall of water. So my concern is that why are we continuing this project knowing we have this ticking bomb? I understand there's going to be an engineering study done on the bedrock and foundation of Mormon Island Dam. I would like a copy of that result sent to me or made available to me. That's what I have.</p>	<p>Mike Coffman</p>
<p>31</p>	<p>[#31-1 Land Use – Property Line.] Please identify any changes to the current federal property line that surrounds Folsom Lake as these changes relate to the various proposed alternatives regarding raising the dam level. Please provide this information graphically showing contour lines at lake level as well as the surrounding properties around the lake. [#31-2 Recreation trails]. And please identify any changes to trail use around Folsom Lake.</p>	<p>Patricia Gibbs</p>
<p>32</p>	<p>Again, my name is Robert G. Holderness. I'm the president of the Folsom Tourism Bureau. I'm a former Mayor of the City of Folsom, a former Vice Mayor, a former member of the Folsom City Council. I'm also an attorney in private law practice. Tonight I'm appearing on behalf of the Tourism Bureau. I have some extensive comments to make regarding the proposal to close Folsom Point, but to begin with, I want to put my comments in a historic context, if you will. To begin with, this is the third time in less than 15 years that Folsom community, its businesses, have faced the occasion of irreparable injury at the hands of the Federal Bureau of Reclamation. In July 1995, by virtue of negligent maintenance activity at the Bureau, Gate</p>	<p>Robert Holderness</p>

Sequence number: 1

Author:

Subject: #31-2

Date: 3/14/2007 2:41:06 PM

T Recreational Trails - Construction work near the dikes, wing dams, and MIAD would require temporary closure, and where possible, rerouting of trails. A recreation management plan will be developed which will describe which trails will be closed or rerouted, when, and for how long. At present, trails near or on Folsom Point, Dikes 4, 5, 6, 7, and 8, the wing dams, and MIAD will be temporarily affected during periods of construction. See Section 4.3.1 in Chapter 4 of the Final EIS/EIR for additional information.

Sequence number: 2

Author:

Subject: #29-2

Date: 3/14/2007 2:38:04 PM

T Project Purpose - The reviewer is referred back to Chapter 1 of the Draft EIS/EIR for more details on the purpose of the project. Folsom Dam is made up of 12 separate facilities, each requiring some type of improvement. Although the spillway gates require upgrade, as is indicated in the comment, the spillway gates are not properly situated to provide the necessary hydrologic control of large flood events and to meet dam safety requirements. The auxiliary spillway is being proposed as a future operational tool to meet hydrologic control needs. The main dam also needs seismic upgrades for earthquake protection, as does Mormon Island Auxiliary Dam. Many of the earthen structures require filter upgrades to control seepage. Dredging of the reservoir bottom is not a viable option due to the existing spillway gates and there is no place to put millions of yards of dredged material that would be required to increase reservoir capacity.

Sequence number: 3

Author:

Subject: #28-2

Date: 3/16/2007 2:18:59 PM

T The Draft EIS/EIR included alternatives that had the potential for increasing that reservoir surface elevation that could also potentially flood property immediately adjacent to the reservoir. However, neither Reclamation nor the Corps are considering actions that would result in an increased reservoir water elevation. Therefore, your property would not be inundated or subject to take under the Preferred Alternative. Please see Chapter 2 of the Final EIS/EIR for additional information on the revised project description.

Based upon additional engineering analysis since the Draft EIS/EIR was published, the Corps has concluded that with optimization of all elements of its Selected Plan, including the 6STG auxiliary spillway, emergency spillway gate modification, and a 3.5-ft facility raise, an increase to maximum reservoir water surface elevation beyond current dam crest elevation is not anticipated in order to provide for flood damage reduction benefits. The future maximum reservoir surface elevation with the Corps' Selected Plan would not exceed the existing federal property take line for a 200-year flood design event. The anticipated lower maximum water surface elevation for all flood events, inclusive of a PMF event, eliminates the risk that surrounding properties or habitat would be flooded beyond that which occurs under existing conditions. Consequently, no property takes, flowage easements, or additional small scale impoundment features such as dikes or berms beyond the existing take line are planned as part of the Corps' Selected Plan. The possible 3.5-ft raise of the Corps' Selected Plan will undergo further design during pre-construction, engineering, and design phase and, if needed, addressed through a supplemental NEPA/CEQA document.

Sequence number: 4

Author:

Subject: #30-1

Date: 3/15/2007 11:55:36 AM

T Mormon Island Dam Stability - The Safety of Dams modifications to be constructed include significant improvements to Mormon Island Auxiliary Dam. The foundation will be strengthened with jet grouting and a large earth fill overlay will be constructed on the downstream face to prevent failure during strong earthquake events. In addition, the embankment will be protected against seepage pressures by construction of filter and drainage zones along the entire length of the dam. Detailed seismic analyses, seepage analyses and static stability analyses have been completed to ensure the dam will remain strong in any conceivable loading condition.

Based upon additional engineering analysis since the Draft EIS/EIR was published, the Corps has concluded that with optimization of all elements of its Selected Plan, including the 6STG auxiliary spillway, emergency spillway gate modification, and a 3.5-ft facility raise, an increase to maximum reservoir water surface elevation beyond current dam crest elevation is not anticipated in order to provide for flood damage reduction benefits. The future maximum reservoir surface elevation with the Corps' Selected Plan would not exceed the existing federal property take line for a 200-year flood design event. The anticipated lower maximum water surface

		<p>property, but if it should go higher, it will impact the property I do believe. So I'm interested in knowing very definitely what is likely to happen there. [#28-2 Population and Housing property acquisition]. I'm concerned about eminent domain and recompense for property, the property that I might lose. That's my main concern at the present time. I do have some concern about people being flooded out if the dam is not reinforced properly, it would be a disaster, huge disaster, because so many homes are being built in the flood plane so just as a private individual, of course we would all be impacted by that. So I want the Corps of Engineers to do a very good job. I want them to get the money to do it.</p>
<p>29</p>	<p> #29-1 Auburn Dam.</p>	<p>First of all, I don't see the Auburn Dam being mentioned anywhere as an alternative to any of the aspects that this project is proposing to do, and I think it would solve most of the problems. [#29-2 Purpose and Need.] The Folsom Dam really needs the main gates to be repaired or replaced, that's the main problem. All of this is not adding any new hydroelectric power which is needed desperately. It should be incorporated somehow into something, either this or the Auburn Dam or whatever. But the main flood problem could be addressed by fixing the old rusted-out crappy gates that they can't even control the flood level. One of the purposes of a reservoir is to store water. Folsom Lake could store more water if it were dredged aggressively, and it wouldn't raise the water, it wouldn't do anything to the environment. The water level could stay the same, it would hold more water. The alternatives to raising the level of Folsom Lake as opposed to flooding the American River Canyons due to the Auburn Dam are detrimental, I believe, because there's a dwindling foothill habitat and the upper-level habitat has already been ruined because of logging and mining and it needs to be repaired. In creating new reservoirs up in the American River Canyon, it could be done in association with ecosystem rebalancing which would increase the riparian habitats and could restore the forest habitats. Right now, I mean, the Foresthill Divide is covered with Manzanita. They never replanted, okay? So a holistic approach to the Auburn Dam could address environmental concerns to pretty much everyone's satisfaction. Lastly, the increased hydroelectric power that could be added through the Auburn Dam or added to the Folsom Dam project would be a CO2-free form of energy which, considering global warming, is something we should be trying to incorporate in every long-term infrastructure project that we are doing as a people regardless of the cost.</p>
<p>30</p>	<p>Renee Howle</p>	<p>My concern is the Mormon Island auxiliary dam which is an earthen dam; it's not concrete, it's an earth dam. To me, it's a ticking bomb. Not only is it on an old riverbed on nonsolid bedrock on nonsolid ground, it's also right next to or on top of an earthquake fault. Additionally, Mormon Island Dam has a known water seepage issue. Now at this point the water is clear and not cloudy but that can change over time. [#30-1 Mormon Island Dam stability.] My real concern is that the increased pressure placed upon Mormon Island auxiliary dam by a raise of the lake level will lead to a catastrophic failure and collapse of the Mormon Island Dam and then all the houses are downstream -- originally when the dam was built in 1948 to 1956, the only thing downstream of Mormon Island Dam were cattle pastures. Now there are hundreds of homes, thousands of residents in the path of that potential 30-foot wall of water. So my concern is that why are we continuing this project knowing we have this ticking bomb? I understand there's going to be an engineering study done on the bedrock and foundation of Mormon Island Dam. I would like a copy of that result sent to me or made available to me. That's what I have.</p>
<p>31</p>	<p>Mike Coffman</p>	<p> #31-1 Land Use – Property Line. Please identify any changes to the current federal property line that surrounds Folsom Lake as these changes relate to the various proposed alternatives regarding raising the dam level. Please provide this information graphically showing contour lines at lake level as well as the surrounding properties around the lake. [#31-2 Recreation trails]. And please identify any changes to trail use around Folsom Lake.</p>
<p>32</p>	<p>Patricia Gibbs</p> <p>Robert Holderness</p>	<p>Again, my name is Robert G. Holderness. I'm the president of the Folsom Tourism Bureau. I'm a former Mayor of the City of Folsom, a former Vice Mayor, a former member of the Folsom City Council. I'm also an attorney in private law practice. Tonight I'm appearing on behalf of the Tourism Bureau. I have some extensive comments to make regarding the proposal to close Folsom Point, but to begin with, I want to put my comments in a historic context, if you will. To begin with, this is the third time in less than 15 years that Folsom community, its businesses, have faced the occasion of irreparable injury at the hands of the Federal Bureau of Reclamation. In July 1995, by virtue of negligent maintenance activity at the Bureau, Gate</p>

elevation for all flood events, inclusive of a PMF event, eliminates the risk that surrounding properties or habitat would be flooded beyond that which occurs under existing conditions. The possible 3.5-ft raise of the Corps' Selected Plan will undergo further design during pre-construction, engineering, and design phase and, if needed, addressed through a supplemental NEPA/CEQA document.

Sequence number: 5

Author:

Subject: #31-1

Date: 3/15/2007 12:35:21 PM

T Federal Property - The proposed JFP, 3.5-ft raise, and emergency gate replacement make no changes to the federal property line as part of the proposed project. There are no plans to acquire adjacent lands. See Section 4.3.4 in Chapter 4 of the Final EIS/EIR for additional information. Based upon additional engineering analysis since the Draft EIS/EIR was published, the Corps has concluded that with optimization of all elements of its Selected Plan, including the 6STG auxiliary spillway, emergency spillway gate modification, and a 3.5-ft facility raise, an increase to maximum reservoir water surface elevation beyond current dam crest elevation is not anticipated in order to provide for flood damage reduction benefits. The future maximum reservoir surface elevation with the Corps' Selected Plan would not exceed the existing federal property take line for a 200-year flood design event. The anticipated lower maximum water surface elevation for all flood events, inclusive of a PMF event, eliminates the risk that surrounding properties or habitat would be flooded beyond that which occurs under existing conditions. The possible 3.5-ft raise of the Corps' Selected Plan will undergo further design during pre-construction, engineering, and design phase and, if needed, addressed through a supplemental NEPA/CEQA document.

Sequence number: 6

Author:

Subject: #29-1

Date: 3/15/2007 1:50:44 PM

T Auburn Dam – The potential for an upstream storage facility, including Auburn Dam, to meet the objectives of the Folsom DS/FDR was evaluated early in the alternatives assessment process (see Section 2.1.6 of the Draft EIS/EIR) and was eliminated because an Auburn Dam would not meet project purpose and needs. Construction of a new facility upstream of Folsom Reservoir would not address the dam safety, or dam security objectives as described in Chapter 1 of the Final EIS/EIR. There is an immediate need to upgrade the Folsom facilities which can be accomplished under current authorities. Also see Section 4.3.6 in Chapter 4 of the Final EIS/EIR.

		<p>Number 4 at Folsom Dam broke and they had to close the Dam Road for several years to make repairs that should have been done in the ordinary course of business.</p> <p>In March of 2003, the Bureau of Reclamation closed Folsom Dam Road and thereby irreparably injured businesses as well as the residents of our community, most particularly in the Historic District, and did so on the pretense that they were protecting us from terrorism. And now they are proposing to close Folsom Point for a period of seven years by virtue of the necessity of implementing a dam raise program to add additional safety to downstream dwellers of Folsom Dam. We're not here to argue the merits or demerits of the overriding project. I am here to comment upon the impact of that project based on the proposals that are before us tonight. We are advised by Jeff McCracken that the closure of Folsom Point is the worst-case scenario, implying that it would only happen in a worst-case scenario; however, we are further advised that all five alternatives that are being considered in the scope of the EIS contemplate closing Folsom Point for an extended period of time. #32-1 Study authority.] We are further advised by a gentleman named Frank Piccola -- who is identified as the chief of projects within the Corps of Engineers -- that the decision of whether or not to close Folsom Point will be based on engineering needs. That is an incorrect statement of the obligations of the Federal Government in general, the Corps of Engineers, and the Bureau of Reclamation in particular. Folsom Dam and Folsom Lake were created by act of Congress in 1944, signed into law by United States President, the late Franklin D. Roosevelt. Under that Enabling Statute, the Federal Government assumed a specific obligation to maintain access to Folsom Lake for the benefit of the citizens of the City of Folsom and the region around Folsom Lake. There was a specific stipulation that the Congress specifically signed into law when President Roosevelt signed the statute. Closing Folsom Point for seven years violates -- violates -- the stipulations under which Folsom Dam was created and Folsom Lake was created. The Bureau of Reclamation, the Corps of Engineers do not have the power or the authority to violate that Enabling Statute. To attempt to do so as they are currently planning to do is arbitrary, it's capricious, it's clearly illegal, and it is contrary to law and it will require the necessity of litigation against them for which they have no legal defense. #32-2 PD alternative staging areas]. The solution to the problem is to work with the community in Folsom, to find a way to keep access to Folsom Lake available to the residents of Folsom, to the tourist business and industry of Folsom, during the entirety of the construction project.] We know that there will be challenges in doing that, but those challenges do not mean it's impossible. This is not to be decided by engineering alone, that's only one factor and, frankly, it's probably the least significant factor. The more significant factors are political needs, economic needs, fiscal needs, environmental needs, construction needs; all of those take priority over engineering needs. Engineering, in this case, is simply a functionary activity. Once the policies are determined, then the engineers implement the policy. The policy that the Bureau of Reclamation and the Corps has to adopt is that Folsom Point will be open to access for the entirety of the seven-year project. That's the policy. The engineering staff is obligated by law, specifically the 1944 Enabling Statute, to implement that policy and that is precisely what the Bureau and the Corps needs to explain to their employees and those persons who have been assigned the task of implementing this project. To do otherwise will be to violate the law and to invite litigation. I make these comments with a firm purpose of achieving their goals. The Folsom Tourism Bureau is a body created under California law, it is funded by a BID, which is a Business Improvement District, in the City of Folsom. We raise about \$300,000 a year of money from hotels to fund our programs, and in the past, those funds have been used to advance the cause of tourism within our community for the benefit of our citizens, for the benefit of our businesses, and frankly, for the benefit of those persons who seek to enjoy the tourist opportunities of our community. #32-3 Socioeconomics.] In the face of this closure, we will be obligated to try to find ways to spend that money not on advancing tourism but trying to help businesses that are on the verge of failure as a result of implementing this policy should it be implemented. We say that not from scare tactics or imaginings but from experience. When the Dam Road was closed in March of 2003, we had several businesses close within a year by reason of a failure of customers to be able to get to their place of business. Even those businesses that survived suffered great consequences, a great drop in revenues. We've seen the statistics; we know that to be true.] We know that this is what is going to happen if indeed Folsom Point is closed for seven years, and we intend to vindicate our rights and seek compensation for those damages on behalf of the Tourism Bureau itself as well as working with other private businesses and</p>
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Sequence number: 1

Author:

Subject: #32-2

Date: 3/15/2007 4:42:59 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #32-1

Date: 3/14/2007 2:44:10 PM

T Study Authority – The current study was implemented under several existing authorizations. Primary authority and guidance for flood damage reduction is provided in the Folsom Dam Modifications Project Authority under Section 101(a) (6) of the Water Resources Development Act (PL 106-53) and the Folsom Dam Raise Authority under PL 108-137, the Energy and Water Development Appropriations Act for 2004. The Folsom Dam Modification and Folsom Dam Raise authorities share the objective of improving flood management on the American River, primarily through structural modifications to the existing Folsom Dam and appurtenant facilities. With the Folsom Dam Raise authority, Congress also authorized the Corps to construct an ecosystem restoration project component on the Lower American River and a permanent bridge, provided that certain funding conditions were met.

In addition, Reclamation has been pursuing Safety of Dams modifications separately through its existing Safety of Dams Program. Investigations and analyses by Reclamation have identified needed dam safety modifications at Folsom Dam and appurtenant facilities. In response to these studies, Reclamation initiated a Corrective Action Study (CAS) to identify technically feasible and environmentally and socially preferable alternatives that would address the identified safety concerns. A CAS Report, supported by the analyses in this EIS/EIR, will present a preferred alternative for incorporation into a Modifications Report. This Modifications Report will be submitted to Congress for approval. Recent modifications to both agencies' existing authorities were made in the Energy and Water Appropriations Act of 2006, which directed the Secretary of the Army and the Secretary of the Interior to collaborate on authorized activities to maximize flood damage reduction improvements and address dam safety needs at Folsom Dam and Reservoir as one project; and authorized both agencies to expend funds for design of a joint project.

See Section 4.3.1 in Chapter 4 of the Final EIS/EIR for information on changes to use of Folsom Point for construction.

Sequence number: 3

Author:

Subject: #32-3

Date: 2/21/2007 11:42:09 AM -08'00'

T Socioeconomic Business - See Response to comment #12-1

		<p>associations who will advance the cause of their members as well. The solution is one of collaboration. The Bureau and the Corps should have already collaborated with the City of Folsom, the Tourism Bureau, the Chambers of Commerce and so forth before the publication of the draft EIS. They chose not to do that. That was an imprudent decision. They need to face the consequences of that decision by taking remedial action now before litigation eventuates, litigation that in my judgment they cannot prevail upon. [Public Involvement meeting format.] The last thing I'd like to comment upon is the truncated methodology that's being used here to frustrate our right to exercise our right of freedom of assembly, our right of seeking redress of grievances and our right of freedom of speech. All three of those rights are rights that are guaranteed us as American citizens under the Constitution of the United States which was adopted in 1787. By virtue of requiring us to either, A, submit written comment, or B, subject ourselves to the awkward and embarrassing setting of having to explain our position to a court reporter, who knows nothing of the subject matter, whose only job is to take down verbatim the statements made by the persons who are making statements, does not in any way satisfy the obligations of the Bureau of Reclamation or the Corps of Engineers under the American Constitution.] They have to meet the precepts of that constitution just like everybody else does. There's no exception in the Constitution for them. And for them to use this truncated method is disrespectful to the citizens of Folsom, it's disrespectful to the businesses of Folsom, it's disrespectful to all of the institutions of the City of Folsom, including the City Government, the Tourism Bureau, the Chamber of Commerce, et cetera, and it's astonishing to me. After all, the Federal Government is our servant. They work for us. The Bureau works for us, the Corps of Engineers works for us. We as American citizens are their employer. We pay the taxes that end up in their pocket as a salary and a paycheck. They need to show us that they know that, that they know that they're working for all of us rather than showing us how capable they are of ignoring the important interests of our community, of our tourist industry, and of our city government.</p> <p>It's not too late to remedy the situation. They can do it, we know they can do it because we had the same problems with the bridge closure and it was very difficult to get the Bureau and the Corps to come around, but they did come around and now we're about to build a new bridge below the dam which is a product of a high-level, a historic level of cooperation between the City of Folsom, the Bureau of Reclamation, and the Corps of Engineers, and so we know they can do it. They haven't done it yet on this project. We hope they will understand that these comments are serious, they're based in law. They're not meant to be adversarial; they're meant to get their attention. We will be adversarial if we must, it's not our preference. Thank you.</p>
<p>33</p>	<p>[C]</p>	<p>[#33-1 Recreation and Socioeconomics businesses]. I believe the EIR does not reflect the impact on the recreation at Folsom Point and the corresponding economic impact on the City of Folsom. Folsom Point has 800,000-plus visitors a year. [#33-2 Recreation mitigation]. It appears that Folsom Point will be shut down or at a minimum severely impacted. This impact should be mitigated by relocating the staging and processing areas or creating an alternative recreation area during construction that minimize the recreation impact and the corresponding economic impact on the City of Folsom and El Dorado County. If there are conflicts between the construction haul roads and the access to Folsom Point recreation areas or any alternative areas, and the access for the public, temporary bridges should be built over the public access roads for safety reasons.</p>
<p>34</p>	<p>Don Reid</p>	<p>I'm M.K. Veloz of the Northern California Marina Association. [#34-1 Recreation lake access closure]. One of our concerns, obviously, from the boating community is closing off access to the lake and that would have, you know, a terrible impact on the State's boaters and also of our businesses. [#34-2 Recreation and Socioeconomics Parks and Rec Dept.] But another related concern is the fact that Parks and Recreation obviously operates a facility here. If those are closed down for a substantial amount of time, they're going to lose revenue. And what's happening now in the state is Parks and Recreation through the legislative process is ripping off \$27 million from the Harbors and Watercraft Fund, revolving fund. And so that money is going out of the Harbors and Watercraft Fund which funds facilities like new marina developments or refurbishing of marinas, programs and things like that. If Parks loses more money, goes after more of the funds, there's a cascading effect that impacts not only this area but facilities all over the state, so I just wanted to get that point down. [#34-3 Public Involvement.] One more thing: An idea that I've heard expressed here is that you folks hold a forum with some of the stakeholders and the interest groups and come up with solutions, because I think some of the people that actually</p>

Sequence number: 1

Author:

Subject: #32-4

Date: 3/14/2007 2:46:46 PM

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #33-2

Date: 3/15/2007 4:43:14 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #34-1

Date: 3/15/2007 4:43:19 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #34-2

Date: 3/16/2007 11:53:25 AM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #33-1

Date: 2/21/2007 11:42:46 AM -08'00'

T Socioeconomic Business - See Response to Comment #12-1

Sequence number: 6

Author:

Subject: #34-3

Date: 3/14/2007 2:48:34 PM

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

		<p>operate businesses up here and use the lake have some ideas about how to lessen some of the impact so that it would work better for them and for everyone. So I would encourage that you do that.</p>
<p>35</p>	<p>Victor Becerril</p>	<p>#35-1 Recreation lake access closure.] Basically, I'm in favor of all the changes that are being made, the spillway, the raised level, on top of that. But the one thing I'm really concerned with is Folsom Point, the closing of the park there to use in place of the equipment purposes that is being talked about. That's basically my comment.</p>
<p>36</p>		<p>I would like to comment as a resident that could be potentially significantly impacted by the proposed alternatives presented on the poster boards here tonight. I also have a background in civil and environmental engineering and am a registered engineer in California and in nine other states. I'm currently working on the levy reconstruction projects with the Department of Water Resources and the Army Corps of Engineers. So I'm familiar with how these activities would occur and the details of how they would be conducted. #36-1 Public Involvement clarity of presentation materials]. First, I'd like to point out that on this "Proposed Alternatives" poster board over here that Alternative 3 does not clearly indicate that it would include the overlay to Mormon Island Dam which would also thereby have a major impact on the Folsom Point recreation area and the boat launch. One of the gentlemen over here, John Wilson with Reclamation, indicated that the poster summary appeared to contain a shortfall in the bullets that were listed under the particular alternatives. Although it has shown up later on the lower right-hand corner of elements common to all alternatives, it's not real clear for the public to recognize these alternatives include potentially major impacts to Folsom Point recreation area, boat launch, park, the immediate neighborhood, and residences.</p>
	<p>Kent Zenobia</p>	<p>Point Number 2. #36-2 Recreation access closure/alternatives.] I would like to see a water haul alternative using barges to carry the fill from the proposed spillway excavation location over to the Mormon Island Dam seismic upgrade location. This fill-hauling alternative would also require short truck hauls to carry the rock from the excavation site to the barge and then from the barge to the fill location on Mormon Island Dam. In addition, conveyors could be implemented to deliver the fill material to the specific location on Mormon Island Dam where it would then be worked in with heavy track equipment like bulldozers and compactors. I suspect this could potentially be very cost-effective and may avoid a lot of the expense of the proposed coffer dams, haul roads, long truck route construction, truck traffic, labor and environmental impacts to the Folsom Point recreational area, and other impacts to the residences and church. It appears that the residences, the church, new commercial facilities, and new homes in the immediate area along Natoma Street and Briggs Ranch will be significantly impacted by the red construction zone shown on the maps that depict the coffer dams and haul routes over to Mormon Island Dam. These impacts should also be considered when judged against a water haul and barge route from the excavation site to Mormon Island Dam. For example, as a civil engineer on the DWR and Army Corps levy projects, we've evaluated the barging of major tonnages of fill materials to repair the levees for the State of California. We found barge hauling was significantly cheaper than truck hauls to repair these levees. In addition, Point Number 3 is that these alternatives don't clearly depict here what appears to be major impacts to the Folsom Point recreation area, the park, and the boat launch. I think there's about a thousand homes that are in this immediate vicinity. The residents, including students and the public, use Folsom Point since it's literally on the other side of Natoma Street. In addition, there are a lot of families that go over to the park, walk over there in the park with their pets and their children. And also, there are many families that simply drive across Natoma Street from Briggs Ranch to launch their boats at the Folsom Point boat launch. It is a significant feature for the residents in the neighborhood, and I'd like that to be considered highly when the final decisions are made with regard to the most appropriate alternative. The impacts of shutting down Folsom Point for extended periods of time, which I understand could be from one to seven years, would be a major negative impact to the residents in our community.] I appreciate you considering these comments and hope they can be evaluated in the EIR process. Thank you.</p>
<p>37</p>	<p>Kris Gardner</p>	<p>#37-1 Recreation remaining access points]. I'm wishing to go on record to have the Folsom Point Dike 8 remain open during this construction project; that the estimated seven-year time would be a huge impact to the recreational aspects of the boat ramping areas. And the additional impact to Brown's Ravine and others around the lake would be excessive, so Dike 8 just must stay open for the</p>

Sequence number: 1

Author:

Subject: #36-1

Date: 3/14/2007 2:54:10 PM

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR. It should be noted that the "Proposed Alternatives" poster board presented at the meeting provides a summary of the EIS/EIR alternatives. More detailed maps and explanations of the alternatives is contained in Chapter 2 of the Draft EIS/EIR, and, relative to the current preferred alternative, in Section 2 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #36-2

Date: 3/15/2007 4:43:39 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #37-1

Date: 3/16/2007 11:53:57 AM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #35-1

Date: 3/15/2007 4:43:31 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

		<p>amount of boaters that have come to use the lake from around the region. The growth of Folsom has been so huge that there's an enormous amount of use of the boat ramps. And even now, Dike 8 on a summer day, the lines waiting to launch there and at Brown's Ravine are enormous. So you wouldn't even be able to get out on the lake, it would take you hours to do it if that one went away. So if you can find a different way of staging, that would be really good.</p>
<p>38</p>	<p>☐</p>	<p>38-1 Recreation lake access closure.] Hello. My name is Taylor Zenobia, and I'm a nine-year-old fourth-grade student at Folsom Hills School and resident in Briggs Ranch. I'm also a Student Council officer at Folsom Hills School in Briggs Ranch, and I'm sure all of our school would like to be able to keep going to Folsom Point. I like to go to Folsom Point often with our dog and walk him by the lake. Our school also has field trips to the lake and I hope that this activity will allow us to keep going there throughout the rest of the years. Plus, there are a lot of wildlife and flowers that you can see in the summertime and I think that that makes the lake a very special place that we should be able to go to.</p>
<p>39</p>	<p>Taylor Zenobia</p>	<p>39-1 Recreation trails.] As a recreational trail user of the trails around the lake, one of my main concerns about the project is that the trails, when the project is finished, be left in a way that they are still usable in the way that they can be used now by hikers, by bikers, and by bicycle riders. 39-2 Recreation Trails Inundation]. Another concern I have is that if there was a 1-in-200-year flooding event and that the water level came up and possibly temporarily touched the trails, that the trails would be able to be restored to a usable recreational condition. And I'm also concerned that the project not negatively impact the public's use of this area also for boating and for hiking, bicycle riding, and anything that people are doing with this. 39-3 Geology and Soils asbestos.] The other thing I'm slightly concerned about is that I don't know the specifics of the geology of the area where they are going to be digging the spillway, but there's a lot of serpentine rock in some areas of the foothills such as El Dorado County, and I would be concerned about potentially disturbing serpentine rock and creating extra asbestos exposure for both the people working on the site and for the people living in the area and driving through the area. And I would hope that the Bureau of Reclamation and the Corps would have some sort of system to deal with that so the public would not be exposed to extra asbestos because it's dangerous. 39-4 PD warning for flow release]. And I haven't studied the entire document yet, but I would be hoping that if the spillway, the proposed spillway that they want to do was opened to release extra water flow, that there would be some sort of public warning system for the people downstream so they wouldn't accidentally get caught in an extra water flow and we wouldn't be having people getting flooded, accidentally drowning. So something like a siren or something would be a good idea to consider.</p>
<p>40</p>	<p>Sarah Griffith</p>	<p>40 Inundation map request.] On behalf of my neighbors, I would like to request that the detailed maps showing the high water levels be posted to your web as not all could attend. Several properties in my neighborhood will be impacted by high water level in the event of a storm. Real estate ownership maps sheets 1-12.</p>
<p>41</p>	<p>Keoni Almeida</p>	<p>"A family that plays together, stays together". Families in the Folsom, El Dorado Hills Area value the opportunity to spend quality time on the water as a family, to sail, swim, picnic, ski, fish etc. 41-1 Recreation and alternative staging areas.] This project will displace recreation users for 5-8 years; that is an entire phase in a family's life. If access is closed the Marina and Granite Bay will not be able to accommodate summer users. The ramps will be closed. It is our request to look into other options for storage and rock crushing – and not negatively affect recreation on Folsom Lake by limiting access to the recreating community.</p>
<p>42</p>	<p>Cindi Dulgar</p>	<p>In the interest of time, I have prepared a statement. Good evening and thank you for hosting the Public Hearing tonight. I'm Paul Moynier, President of Sacramento Valley Marine Association. The organization I represent has 30 members who have boat dealerships within the greater Sacramento Metropolitan area and generate in excess of \$100 million dollars in annual sales. Tonight I hope to provide information that will help the Bureau of Reclamation better understand the impacts this project will have on Boat Dealers, Merchants, City of Folsom Parks and Recreation, and the local economy in the Sacramento region.</p>
	<p>Paul Moynier</p>	

Sequence number: 1

Author:

Subject: #39-4

Date: 3/14/2007 3:05:47 PM

T Flood Warning for Flow Release – The decision for release of flows potentially threatening the lower American River levees would be a multiple agency decision (DWR, Corps, Reclamation, and SAFCA). The emergency response plan developed by these joint agencies relative to potential flooding downstream of Folsom Reservoir would be implemented in advance of a significant flow release.

Sequence number: 2

Author:

Subject: #41-1

Date: 3/15/2007 4:44:11 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #39-3

Date: 3/14/2007 3:04:05 PM

T Geology and Asbestos - Geologic evaluations of soil and rock conducted by Reclamation geologists have shown that there is no serpentine rock or asbestos bearing rocks within the area proposed for excavation of the Auxiliary Spillway. Soil and rock that may contain minute amounts of asbestos may exist east of Dike 8. Dust abatement measures will be employed for disturbance of soil at all construction sites including activities east of Dike 8. See Section 3.6 of the Draft EIS/EIR for more information.

Sequence number: 4

Author:

Subject: #39-2

Date: 3/15/2007 2:12:23 PM

T Recreation Trails Inundation – The Folsom DS/FDR Project will not result in an increase in reservoir pool elevation that would impact recreational facilities greater than already occurs today. Repair or restoration of trails that have been established by DPR within the operational flood zone of Folsom Reservoir would remain the responsibility of DPR to perform. This project will not cause additional flooding of trails. Also see Response to Comment #49-1.

Sequence number: 5

Author:

Subject: #38-1

Date: 3/15/2007 4:43:49 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #40-1

Date: 3/16/2007 2:19:38 PM

T The Draft EIS/EIR included alternatives that had the potential for increasing that reservoir surface elevation that could potential flood property immediately adjacent to the reservoir. However, neither Reclamation nor the Corps are considering actions that would result in an increased reservoir water elevation. Therefore, your property would not be inundated or subject to take under the Preferred Alternative.

Based upon additional engineering analysis since the Draft EIS/EIR was published, the Corps has concluded that with optimization of all elements of its Selected Plan, including the 6STG auxiliary spillway, emergency spillway gate modification, and a 3.5-ft facility raise, an increase to maximum reservoir water surface elevation beyond current dam crest elevation is not anticipated in order to provide for flood damage reduction benefits. The future maximum reservoir surface elevation with the Corps' Selected Plan would not exceed the existing federal property take line for a 200-year flood design event. The anticipated lower maximum water surface elevation for all flood events, inclusive of a PMF event, eliminates the risk that surrounding properties or habitat would be flooded beyond that which occurs under existing conditions. Consequently, no property takes, flowage easements, or additional small scale impoundment features such as dikes or berms beyond the existing take line are planned as part of the Corps' Selected Plan. The

		<p>amount of boaters that have come to use the lake from around the region. The growth of Folsom has been so huge that there's an enormous amount of use of the boat ramps. And even now, Dike 8 on a summer day, the lines waiting to launch there and at Brown's Ravine are enormous. So you wouldn't even be able to get out on the lake, it would take you hours to do it if that one went away. So if you can find a different way of staging, that would be really good.</p>
<p>38</p>	<p>Taylor Zenobia</p>	<p>[#38-1 Recreation lake access closure.] Hello. My name is Taylor Zenobia, and I'm a nine-year-old fourth-grade student at Folsom Hills School and resident in Briggs Ranch. I'm also a Student Council officer at Folsom Hills School in Briggs Ranch, and I'm sure all of our school would like to be able to keep going to Folsom Point. I like to go to Folsom Point often with our dog and walk him by the lake. Our school also has field trips to the lake and I hope that this activity will allow us to keep going there throughout the rest of the years. Plus, there are a lot of wildlife and flowers that you can see in the summertime and I think that that makes the lake a very special place that we should be able to go to.</p>
<p>39</p>	<p>Taylor Zenobia</p>	<p>[#39-1 Recreation trails.] As a recreational trail user of the trails around the lake, one of my main concerns about the project is that the trails, when the project is finished, be left in a way that they are still usable in the way that they can be used now by horses, by hikers, and by bicycle riders. [#39-2 Recreation Trails Inundation]. Another concern I have is that if there was a 1-in-200-year flooding event and that the water level came up and possibly temporarily touched the trails, that the trails would be able to be restored to a usable recreational condition. And I'm also concerned that the project not negatively impact the public's use of this area also for boating and for hiking, bicycle riding, and anything that people are doing with this. [#39-3 Geology and Soils asbestos.] The other thing I'm slightly concerned about is that I don't know the specifics of the geology of the area where they are going to be digging the spillway, but there's a lot of serpentine rock in some areas of the foothills such as El Dorado County, and I would be concerned about potentially disturbing serpentine rock and creating extra asbestos exposure for both the people working on the site and for the people living in the area and driving through the area. And I would hope that the Bureau of Reclamation and the Corps would have some sort of system to deal with that so the public would not be exposed to extra asbestos because it's dangerous. [#39-4 PD warning for flow release]. And I haven't studied the entire document yet, but I would be hoping that if the spillway, the proposed spillway that they want to do was opened to release extra water flow, that there would be some sort of public warning system for the people downstream so they wouldn't accidentally get caught in an extra water flow and we wouldn't be having people getting flooded, accidentally drowning. So something like a siren or something would be a good idea to consider.</p>
<p>40</p>	<p>Sarah Griffith</p>	<p>[#40 Inundation map request.] On behalf of my neighbors, I would like to request that the detailed maps showing the high water levels be posted to your web as not all could attend. Several properties in my neighborhood will be impacted by high water level in the event of a storm. Real estate ownership maps sheets 1-12.</p>
<p>41</p>	<p>Keoni Almeida</p>	<p>"A family that plays together, stays together". Families in the Folsom, El Dorado Hills Area value the opportunity to spend quality time on the water as a family, to sail, swim, picnic, ski, fish etc. [#41-1 Recreation and alternative staging areas.] This project will displace recreation users for 5-8 years; that is an entire phase in a family's life. If access is closed the Marina and Granite Bay will not be able to accommodate summer users. The ramps will be closed. It is our request to look into other options for storage and rock crushing – and not negatively affect recreation on Folsom Lake by limiting access to the recreating community.</p>
<p>42</p>	<p>Cindi Dulgar</p>	<p>In the interest of time, I have prepared a statement. Good evening and thank you for hosting the Public Hearing tonight. I'm Paul Moynier, President of Sacramento Valley Marine Association. The organization I represent has 30 members who have boat dealerships within the greater Sacramento Metropolitan area and generate in excess of \$100 million dollars in annual sales.</p> <p>Tonight I hope to provide information that will help the Bureau of Reclamation better understand the impacts this project will have on Boat Dealers, Merchants, City of Folsom Parks and Recreation, and the local economy in the Sacramento region.</p>

possible 3.5-ft raise of the Corps' Selected Plan will undergo further design during pre-construction, engineering, and design phase and, if needed, addressed through a supplemental NEPA/CEQA document.

Sequence number: 7

Author:

Subject: #39-1

Date: 3/14/2007 3:02:12 PM

T Recreation Site Restoration - The Partner Agencies will return (with the concurrence of CDPR) any FLSRA facility that is removed or altered as part of the construction of the Folsom DS/FDR features to its existing condition.

	<p>As an organization representing the recreational industry, we support properly managed valuable water resources, the flood control upgrade and the bridge crossing at Folsom Lake. It is not our desire to stop this project... but instead help minimize or eliminate the impacts to the business community. As stated in the EIR with interpretation... this project WILL cause hardship on the local economy.</p> <p>The City of Folsom, El Dorado Hills, and the South Placer Communities use Folsom Lake as the barometer for success. The business community is directly tied to lake levels, public access, and water availability at this facility. After reviewing the EIR for this project, it suggests the closure and or partial closure of several major access points on Folsom Lake which include Folsom Point, Bear's Point, and Granite Bay. #42-1 Socioeconomics businesses. Closure or restriction of any access points to the lake will have significant revenue impacts on the local Boat Dealers and merchants, the City of Folsom Parks and Recreation who solely depend on this facility for their revenue.</p> <p>#42-2 Public Involvement and PD alternative staging areas. We ask that you allow us to provide input and include us in any way possible through focus groups to help mitigate the lost revenue exposure described in the current plan. We submit to you there are alternate options and ways to complete this project that will minimize impacts to lake access and maintain a healthy business environment for the merchants.</p> <p>#42-3 Recreation mitigation. The following items are a few suggestions that should be considered:</p> <ul style="list-style-type: none"> ■ Identify alternate staging areas to eliminate park access point closure ■ Minimize or restrict construction during peak summer season time ■ Construct additional lake launching access points and possibly retain after construction is complete <p>These are just a few examples of alternate ways to manage this project and help minimize financial loss to the business community.</p> <p>On behalf of the Sacramento Valley Marine Association, we look forward to providing input and working together to make this project business and community friendly.</p> <p>Thank you for your time and consideration this evening.</p>
<p>43</p>	<p>#43-1 PD alternative staging areas. Please consider alternate construction locations for encompassing equipment and materials to lessen the need for closure of park areas, the economic impact from closure, and disruption will be significant based on current proposal. #43-2 Cumulative and recreation mitigation. The long term cumulative negative impact is directly proportional to the amount of closure and disruption. Consider: establish alternate storage, install new ramps or expand existing, schedule construction to non-prime season, develop forum for input of new ideas prior to final draft.</p>
<p>44</p>	<p>#44-1 Lake Access Closure I have concerns regarding the closure of Folsom Point during work on the dam. Folsom has already experienced long term closure of the park facilities (powerhouse) for 2 years. There must be some way to keep Folsom Point open during this construction and keep the revenue #44-2 Socioeconomics businesses. flowing from the use of that site.</p>
<p>45</p>	<p>#45-1 Recreation remaining access points. I am fully on board with the project and why we are doing it, however I have a large concern about the closure of Folsom Point Recreation Area without providing an alternate option other than overflow to Granite Bay or Brown's Ravine for boat launching. The lake launches are already overly crowded in the summer months and there should be an alternate option to closing Folsom Point launch. You need to either consider not closing it or provide an alternate launch facility in the interim. I live and play in Folsom, if I cant play here anymore it makes me think its time to move to a more accessible lake.</p>
<p>46</p>	<p>#46-1 PD alternative staging areas. I am in favor of improvements. I would favor looking at any other alternate sites other than Folsom Point, as the closure of the Dam Road has already significantly and financially put a burden on the town of Folsom and its residents.</p>
<p>47</p>	<p>#47-1 Recreation lake access closure. Need more access, not less. Please do the project(s). But wed very much like access to the</p>

Sequence number: 1

Author:

Subject: #44-2

Date: 2/21/2007 11:45:01 AM -08'00'

T Socioeconomic Business - See Response to Comment #12-1

Sequence number: 2

Author:

Subject: #42-2

Date: 3/14/2007 3:07:48 PM

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #43-2

Date: 3/15/2007 4:44:36 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #42-1

Date: 3/15/2007 2:12:49 PM

T Socioeconomic Business - See Response to Comment #12-1

Sequence number: 5

Author:

Subject: #45-1

Date: 3/15/2007 4:44:49 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #47-1

Date: 3/15/2007 5:14:07 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7

Author:

Subject: #46-1

Date: 3/15/2007 4:44:54 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 8

Author:

Subject: #43-1

Date: 3/15/2007 4:44:30 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 9

Author:

Subject: #42-3

Date: 3/15/2007 4:44:24 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

		<p>As an organization representing the recreational industry, we support properly managed valuable water resources, the flood control upgrade and the bridge crossing at Folsom Lake. It is not our desire to stop this project... but instead help minimize or eliminate the impacts to the business community. As stated in the EIR with interpretation... this project WILL cause hardship on the local economy.</p> <p>The City of Folsom, El Dorado Hills, and the South Placer Communities use Folsom Lake as the barometer for success. The business community is directly tied to lake levels, public access, and water availability at this facility. After reviewing the EIR for this project, it suggests the closure and or partial closure of several major access points on Folsom Lake which include Folsom Point, Bear's Point, and Granite Bay. [#42-1 Socioeconomics businesses.] Closure or restriction of any access points to the lake will have significant revenue impacts on the local Boat Dealers and merchants, the City of Folsom Parks and Recreation who solely depend on this facility for their revenue.</p> <p>[#42-2 Public Involvement and PD alternative staging areas.] We ask that you allow us to provide input and include us in any way possible through focus groups to help mitigate the lost revenue exposure described in the current plan. We submit to you there are alternate options and ways to complete this project that will minimize impacts to lake access and maintain a healthy business environment for the merchants.</p> <p>[#42-3 Recreation mitigation.] The following items are a few suggestions that should be considered:</p> <ul style="list-style-type: none"> ■ Identify alternate staging areas to eliminate park access point closure ■ Minimize or restrict construction during peak summer season time ■ Construct additional lake launching access points and possibly retain after construction is complete] <p>These are just a few examples of alternate ways to manage this project and help minimize financial loss to the business community.</p> <p>On behalf of the Sacramento Valley Marine Association, we look forward to providing input and working together to make this project business and community friendly. Thank you for your time and consideration this evening.</p>
43	Gene Moynier	<p>[#43-1 PD alternative staging areas.] Please consider alternate construction locations for encompassing equipment and materials to lessen the need for closure of park areas, the economic impact from closure, and disruption will be significant based on current proposal. [#43-2 Cumulative and recreation mitigation.] The long term cumulative negative impact is directly proportional to the amount of closure and disruption. Consider: establish alternate storage, install new ramps or expand existing, schedule construction to non-prime season, develop forum for input of new ideas prior to final draft.</p>
44	Michelle Lipowski	<p>☐ #44-1 Lake Access Closure] I have concerns regarding the closure of Folsom Point during work on the dam. Folsom has already experienced long term closure of the park facilities (powerhouse) for 2 years. There must be some way to keep Folsom Point open during this construction and keep the revenue [#44-2 Socioeconomics businesses.] flowing from the use of that site.</p>
45	James Clayburn	<p>[#45-1 Recreation remaining access points.] I am fully on board with the project and why we are doing it, however I have a large concern about the closure of Folsom Point Recreation Area without providing an alternate option other than overflow to Granite Bay or Brown's Ravine for boat launching. The lake launches are already overly crowded in the summer months and there should be an alternate option to closing Folsom Point launch. You need to either consider not closing it or provide an alternate launch facility in the interim. I live and play in Folsom, if I cant play here anymore it makes me think its time to move to a more accessible lake.</p>
46	Jon Soderman	<p>[#46-1 PD alternative staging areas.] I am in favor of improvements. I would favor looking at any other alternate sites other than Folsom Point, as the closure of the Dam Road has already significantly and financially put a burden on the town of Folsom and its residents.]</p>
47	Charles A.	<p>[#47-1 Recreation lake access closure.] Need more access, not less. Please do the project(s). But wed very much like access to the</p>

Sequence number: 10

Author:

Subject: #44-1

Date: 3/15/2007 4:44:42 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

	Hooper	lake. More; not less. [#47-2 Dam Road.] And we'd like access across on the Dam Road until the new bridge is built. Thank you very much.
48		[#48-1 Dam Road bridge.] While this project is well merited, and would yield numerous benefits, it will take resources away from more imminent needs. The proposed bridge would be better located crossing the lake at Horseshoe Bar. It would remove potential danger of attack further from the dam. It would streamline auto and truck traffic as well. [#48-2 Auburn Dam.] Be that as it may, the entire levee system of the Sacramento and San Joaquin rivers need more immediate attention. The Auburn Dam should be built and this project will add to the delays for that. The Auburn Dam would provide much needed CO2 free electrical energy – something that would better address the most serious environmental problem, global warming. I would be glad to participate in the environmental planning related to reservoir expanding or formation as in the case of the Auburn Dam. It could be done wisely, scientifically, and with enhancements to the riparian habitats and surrounding forests. I sit on the Board of Golden Sierra a 501(c)3 organization dedicated to environmental enhancements and ecosystem rebalancing. Thank You. P.S. Please provide access to the DEIS/EIR for the proposed projects.
49	Renee Howle	[#49-1 Population and Housing affected property.] I am a home owner in the Park Vista neighborhood (next to the Granite Bay entrance of the park) and would like to know how the project will affect my property.
50	Dennis Swenson	[#50-1 PD Use of excess material at Browns Ravine.] I manage Folsom Lake Marina at Browns Ravine. I just wanted to point out that if you have extra material and are looking for a place to store it, we could sure use it. We really need an earth breakwater at the marina so we would be able to increase the number of slips and to better protect all the boats. We currently have one breakwater on one side of the entrance, but need to have them on both sides. Our current breakwater goes under at elevation 450ft and needs to be raised.
51	Ken Christensen	[#51-1 In Support of Project.] We prefer Plan 3 and strongly oppose alternate plans 4 and 5.
52	Russ Knapp	[#52-1 PD alternative staging areas.] Find an alternative to closing Dike 8/Folsom Point for 7 years. Do not close Dike 8. Thank you.
53	Duane Cooney	[#53-1 Public Involvement meeting notification.] Today on the news was the first I heard of this meeting. Why were the residents in Folsom not notified of this meeting before today. [#53-2 PD alternative staging areas.] Where are the alternative sites? We moved to Folsom (and use Folsom Point every weekend during the summer). Because of the access to the lake is why we moved to this area.
54	Cindy Speer	[#54-1 Socioeconomics property values.] Project is needed but must be done without denying public access to current facilities at Folsom Lake, including Folsom Point and Beal's. Long term (more than one year) denial of access depresses home values and is unacceptable.
55	Melissa Green	[#55-1 PD Closure Time.] Specify times of closure. [#55-2 Recreation and Socioeconomic mitigation.] Need plan to mitigate recreational and economic effects for the community. Your public presentation of the project highlights the need for dam improvement but does not address community impact quality of life issues for the multi-year project duration. There must be a way to spread project impact in other areas so as to not put undue burden on any one lake access recreational point – especially the one that impacts the Folsom Community the most.
56	Russ and Lisa Hoy	Alternative 3 to raise water level by 3.5 feet is the right alternative. [#56-1 In support of Project.] Alternative 5 to raise the water level by 17 feet is plain bad. Safety of the dam plus too many properties will be effected by 17 feet of water. Why even consider such a bad alternative? Also have area photos and water line information available on a web page for all affected property owners to review.
57	Jason Zarghami	[#57-1 Recreation lake access closure] As a 10 year resident of Folsom, I will not stand by silently and allow my main source of recreation and a huge draw of young families in the area to be shut down for 7 years. Folsom is a large lake, Dike 7 is already closed to the public, make use of it for storage. There are other options that would not leave thousands of Folsom residents out in the cold. I am absolutely opposed to closing Dike 8 for 7 years or 1 year. Find another option.
58	Ericka Cooney	[#58-1 Recreation lake access closure/alternatives.] The Sacramento State Aquatic Center uses Folsom Point as a staging area for our summer youth basic ski camp. University P.E. classes, P.W.C. classes and multi-level ski classes. Students and children park and walk to the ski beach to meet their instructors – no where else on the lake can accommodate our numbers or program. Our request is to look into other options for storage and rock crushing, and not negatively affect recreation on Folsom Lake by limiting access.

Sequence number: 1

Author:

Subject: #55-2

Date: 2/21/2007 11:47:12 AM -08'00'

T Socioeconomic Business - See Response to Comment #12-1

Sequence number: 2

Author:

Subject: #48-2

Date: 3/16/2007 11:56:45 AM

T Auburn Dam – The potential for an upstream storage facility, including Auburn Dam, to meet the objectives of the Folsom DS/FDR was evaluated early in the alternatives assessment process (see Section 2.1.6 of the Draft EIS/EIR) and was eliminated because an Auburn Dam would not meet project purpose and needs. Construction of a new facility upstream of Folsom Reservoir would not address the dam safety and dam security objectives, as described in Chapter 1 of the Final EIS/EIR. There is an immediate need to upgrade the Folsom facilities which can be accomplished under current authorities. Also see Section 4.3.6 in Chapter 4 of the Final EIS/EIR.

As indicated in Chapter 2 of the Final EIS/EIR, Alternative 3 is the preferred alternative. Section 4.3.2 describes access to the project documents.

Sequence number: 3

Author:

Subject: #56-1

Date: 3/14/2007 3:24:01 PM

T The Bureau of Reclamation and the Corps of Engineers appreciate the comment reflecting support for the project. Alternative 5 is no longer being considered.

Sequence number: 4

Author:

Subject: #53-2

Date: 3/15/2007 5:14:34 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #50-1

Date: 3/14/2007 4:30:37 PM

T The potential to accommodate the request to provide material will be assessed during final design.

Sequence number: 6

Author:

Subject: #58-1

Date: 3/15/2007 5:15:06 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7

Author:

Subject: #49-1

Date: 3/15/2007 11:34:04 AM

T The Draft EIS/EIR included alternatives that had the potential for increasing that reservoir surface elevation that could potential flood property immediately adjacent to the reservoir. However, neither Reclamation nor the Corps are considering actions that would result in an increased reservoir water elevation. Therefore your property would not be inundated or subject to take under the Preferred Alternative.

Based upon additional engineering analysis since the Draft EIS/EIR was published, the Corps has concluded that with optimization of all elements of its Selected Plan, including the 6STG auxiliary spillway, emergency spillway gate modification, and a 3.5-ft facility raise, an increase to maximum reservoir water surface elevation beyond current dam crest elevation is not anticipated in order to provide for flood damage reduction benefits. The future maximum reservoir surface elevation with the Corps' Selected Plan would

	Hooper	lake. More; not less. #47-2 Dam Road. And we'd like access across on the Dam Road until the new bridge is built. Thank you very much.
48		#48-1 Dam Road bridge. While this project is well merited, and would yield numerous benefits, it will take resources away from more imminent needs. The proposed bridge would be better located crossing the lake at Horseshoe Bar. It would remove potential danger of attack further from the dam. It would streamline auto and truck traffic as well. #48-2 Auburn Dam. Be that as it may, the entire levee system of the Sacramento and San Joaquin rivers need more immediate attention. The Auburn Dam should be built and this project will add to the delays for that. The Auburn Dam would provide much needed CO2 free electrical energy – something that would better address the most serious environmental problem, global warming. I would be glad to participate in the environmental planning related to reservoir expanding or formation as in the case of the Auburn Dam. It could be done wisely, scientifically, and with enhancements to the riparian habitats and surrounding forests. I sit on the Board of Golden Sierra a 501(c)3 organization dedicated to environmental enhancements and ecosystem rebalancing. Thank You. P.S. Please provide access to the DEIS/EIR for the proposed projects.
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50	Dennis Swenson	#50-1 PD Use of excess material at Browns Ravine. I manage Folsom Lake Marina at Browns Ravine. I just wanted to point out that if you have extra material and are looking for a place to store it, we could sure use it. We really need an earth breakwater at the marina so we would be able to increase the number of slips and to better protect all the boats. We currently have one breakwater on one side of the entrance, but need to have them on both sides. Our current breakwater goes under at elevation 450ft and needs to be raised.
51	Ken Christensen	#51-1 In Support of Project. We prefer Plan 3 and strongly oppose alternate plans 4 and 5.
52	Russ Knapp	#52-1 PD alternative staging areas. Find an alternative to closing Dike 8/Folsom Point for 7 years. Do not close Dike 8. Thank you.
53	Duane Cooney	#53-1 Public Involvement meeting notification. Today on the news was the first I heard of this meeting. Why were the residents in Folsom not notified of this meeting before today? #53-2 PD alternative staging areas. Where are the alternative sites? We moved to Folsom (and use Folsom Point every weekend during the summer). Because of the access to the lake is why we moved to this area.
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55	Melissa Green	#55-1 PD Closure Time. Specify times of closure. #55-2 Recreation and Socioeconomic mitigation. Need plan to mitigate recreational and economic effects for the community. Your public presentation of the project highlights the need for dam improvement but does not address community impact quality of life issues for the multi-year project duration. There must be a way to spread project impact in other areas so as to not put undue burden on any one lake access recreational point – especially the one that impacts the Folsom Community the most.
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not exceed the existing federal property take line for a 200-year flood design event. The anticipated lower maximum water surface elevation for all flood events, inclusive of a PMF event, eliminates the risk that surrounding properties or habitat would be flooded beyond that which occurs under existing conditions. Consequently, no property takes, flowage easements, or additional small scale impoundment features such as dikes or berms beyond the existing take line are planned as part of the Corps' Selected Plan. The possible 3.5-ft raise of the Corps' Selected Plan will undergo further design during pre-construction, engineering, and design phase and, if needed, addressed through a supplemental NEPA/CEQA document.

Sequence number: 8
Author:
Subject: 53-1
Date: 3/14/2007 3:21:21 PM

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 9
Author:
Subject: #54-1
Date: 3/14/2007 3:23:24 PM

T Residential Property Values - Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.5 in Chapter 4 of the Final EIS/EIR for more information. As discussed in Chapters 2 and 4 of the Final EIS/EIR, Folsom Point would remain open for recreation during peak season; therefore, there would be no impacts to property values with regards to the closure of Folsom Point.

Sequence number: 10
Author:
Subject: #47-2
Date: 3/14/2007 3:12:35 PM

T Dam Road Closure – The Record of Decision for the closure of the Folsom Dam Road allows limited reopening of the road during rush hours. Reopening is pending capital, operational, and maintenance commitments from the City of Folsom.

Sequence number: 11
Author:
Subject: #57-1
Date: 3/15/2007 5:14:59 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 12
Author:
Subject: #52-1
Date: 3/15/2007 5:14:26 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 13
Author:
Subject: 51-1
Date: 3/14/2007 3:19:40 PM

T The Bureau of Reclamation and the Army Corps of Engineers appreciate the comment reflecting support for the project. Alternatives 4 and 5 are no longer being considered.

Sequence number: 14
Author:
Subject: #55-1
Date: 3/15/2007 5:14:49 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 15
Author:
Subject: #48-1
Date: 3/14/2007 3:27:31 PM

Comments from page 15 continued on next page

	Hooper	lake. More; not less. [#47-2 Dam Road.] And we'd like access across on the Dam Road until the new bridge is built. Thank you very much.
48		[#48-1 Dam Road bridge]. While this project is well merited, and would yield numerous benefits, it will take resources away from more imminent needs. The proposed bridge would be better located crossing the lake at Horseshoe Bar. It would remove potential danger of attack further from the dam. It would streamline auto and truck traffic as well. [#48-2 Auburn Dam.] Be that as it may, the entire levee system of the Sacramento and San Joaquin rivers need more immediate attention. The Auburn Dam should be built and this project will add to the delays for that. The Auburn Dam would provide much needed CO2 free electrical energy – something that would better address the most serious environmental problem, global warming. I would be glad to participate in the environmental planning related to reservoir expanding or formation as in the case of the Auburn Dam. It could be done wisely, scientifically, and with enhancements to the riparian habitats and surrounding forests. I sit on the Board of Golden Sierra a 501(c)3 organization dedicated to environmental enhancements and ecosystem rebalancing. Thank You. P.S. Please provide access to the DEIS/EIR for the proposed projects.
49	Renee Howle	[#49-1 Population and Housing affected property.] I am a home owner in the Park Vista neighborhood (next to the Granite Bay entrance of the park) and would like to know how the project will affect my property.
50	Dennis Swenson	[#50-1 PD Use of excess material at Browns Ravine]. I manage Folsom Lake Marina at Browns Ravine. I just wanted to point out that if you have extra material and are looking for a place to store it, we could sure use it. We really need an earth breakwater at the marina so we would be able to increase the number of slips and to better protect all the boats. We currently have one breakwater on one side of the entrance, but need to have them on both sides. Our current breakwater goes under at elevation 450ft and needs to be raised.
51	Ken Christensen	[#51-1 In Support of Project.] We prefer Plan 3 and strongly oppose alternate plans 4 and 5.
52	Russ Knapp	[#52-1 PD alternative staging areas.] Find an alternative to closing Dike 8/Folsom Point for 7 years. Do not close Dike 8. Thank you.
53	Duane Cooney	[#53-1 Public Involvement meeting notification.] Today on the news was the first I heard of this meeting. Why were the residents in Folsom not notified of this meeting before today? [#53-2 PD alternative staging areas.] Where are the alternative sites? We moved to Folsom (and use Folsom Point every weekend during the summer). Because of the access to the lake is why we moved to this area.
54	Cindy Speer	[#54-1 Socioeconomics property values]. Project is needed but must be done without denying public access to current facilities at Folsom Lake, including Folsom Point and Beal's. Long term (more than one year) denial of access depresses home values and is unacceptable.
55	Melissa Green	[#55-1 PD Closure Time.] Specify times of closure. [#55-2 Recreation and Socioeconomic mitigation.] Need plan to mitigate recreational and economic effects for the community. Your public presentation of the project highlights the need for dam improvement but does not address community impact quality of life issues for the multi-year project duration. There must be a way to spread project impact in other areas so as to not put undue burden on any one lake access recreational point – especially the one that impacts the Folsom Community the most.
56	Russ and Lisa Hoy	Alternative 3 to raise water level by 3.5 feet is the right alternative. [#56-1 In support of Project]. Alternative 5 to raise the water level by 17 feet is plain bad. Safety of the dam plus too many properties will be effected by 17 feet of water. Why even consider such a bad alternative? Also have area photos and water line information available on a web page for all affected property owners to review.
57	Jason Zarghami	[#57-1 Recreation lake access closure] As a 10 year resident of Folsom, I will not stand by silently and allow my main source of recreation and a huge draw of young families in the area to be shut down for 7 years. Folsom is a large lake, Dike 7 is already closed to the public, make use of it for storage. There are other options that would not leave thousands of Folsom residents out in the cold. I am absolutely opposed to closing Dike 8 for 7 years or 1 year. Find another option.
58	Ericka Cooney	[#58-1 Recreation lake access closure/alternatives.] The Sacramento State Aquatic Center uses Folsom Point as a staging area for our summer youth basic ski camp. University P.E. classes, P.W.C. classes and multi-level ski classes. Students and children park and walk to the ski beach to meet their instructors – no where else on the lake can accommodate our numbers or program. Our request is to look into other options for storage and rock crushing, and not negatively affect recreation on Folsom Lake by limiting access.

T New Bridge comment. - The subject bridge is a separate project and is not part of the Folsom DS/FDR project. See Section 4.3.13 in Chapter 4 of the Final EIS/EIR.

59	Sandy McKaig	<p>[#59-1 Recreation lake access closure.] As much as I realize that the project (of some sort) is necessary, public access to the lake at Folsom Point should not be limited or even denied. (I would hate to see Bear's Point impacted as well.) [#59-2 Public Involvement meeting format.] I really believe that there should be additional meetings (town mtg-like) to express viewpoints, to clarify alternatives and impacts, and discuss options or other solutions. The way this project is being presented and by given only a "comment" card to write concerns on – seems like a done deal where decisions will be made without public opinion.</p>
60	Jim Snook	<p>[#60-1 Recreation lake access closure.] I am extremely concerned for the impact of closing any of the public access to the lake. While the need for flood protection is agreed upon, eliminating any of the launching recreation facilities would be incredibly detrimental to thousands of boat owners. [#60-2 Socioeconomics EIS Process.] In addition, I was disappointed to see that ECONOMIC impact was not a consideration relating to IMPACTS and MITIGATION. This City has thousands of visitors to the lake that contribute to the local economy. Please consider how any closures to facilities would impact our city.</p>
61	Craig R Larson	<p>Major concerns I have: [#61-1 Recreation lake access closure.] Loss of water access for the thousands of people that call Folsom their home lake. [#61-2 Socioeconomics businesses.] Loss of revenue to companies that depend on recreation use of Folsom Lake, who have always supported the lake. The youth of Folsom and outlying areas that will not be able to take part in the wonder and beauty of Folsom Lake. The overall loss of interest into the use of Folsom Lake and the activities such as boating that have helped make Folsom the city it is today. Please leave our boat ramps and access areas open to the people and families that build their memories on the lake!! The loss of revenue to the boat dealers in the Folsom area would be great and could not be made up for.</p>
62	Carol James	<p>[#62-1 Recreation mitigation.] Although it appears necessary to reduce boat launching facilities, would it be possible to enlarge those areas that will still be available for the public to park their vehicles and trailers? The public will surely adjust to longer lines for launching, but knowing they CAN launch and store their vehicles will lessen the negative impact. I believe this investment would not only be a good permanent upgrade, but show the public their recreation interests are still acknowledged. Thank you for your attention.</p>
63	Chet Bloyd	<p>[#63-1 Socioeconomics businesses.] The proposed closure will affect not only the immediate surrounding areas in the loss of taxable revenue generated by the recreation areas. It will also be devastating to the marine industry in the Sacramento and surrounding areas. The loss of revenue to these businesses will be greatly felt by most and some may even be closed. If there is an alternative, I believe we should explore!</p>
64	Mike Garner	<p>[#64-1 Socioeconomics.] Keep the vitality of the lake and the surrounding community at the top of priority list. Keep the flow of the 1 million plus visitors flowing when the project begins. Enough has happened already with the closure of the dam road. Don't hurt the livelihood's of these people anymore than what they've been subjected to already.</p>
65	John Poiriuro	<p>[#65-1 Visual loss of observation point] I am also concerned about the loss of the public viewing area (observation point) at the south end of the dam. That is potentially in the State Park plan as a future restaurant and public viewing area. I do not see any mention of this as a long-term recreational impact. Some sort of accommodation to retain this viewing area should be allowed.</p>
66	John Poiriuro	<p>[#66-1 Recreation lake access closure/alternatives.] Im John Poiriuro, Staff Commodore of the Folsom Lake Yacht Club. We are one of the oldest and largest recreational groups on Folsom Lake, having been established in 1956. Our club conducts sailing programs including races, cruises, water safety, instruction, and social events on Folsom Lake. On behalf of our members, I urge the Bureau of Reclamation not to close Folsom Point during the time that Folsom Dam is being raised. [#66-2 Recreation remaining access points.] Closing Folsom Point would seriously impact Folsom and communities surrounding it, as well as public use of Folsom Lake State Recreation Area. Should the boat launch facility at Folsom Point be closed, most of the boaters who now launch at Folsom Point would shift to the next nearest launch ramp at Browns Ravine in El Dorado Hills. There is not enough trailer parking at Browns Ravine to accommodate this shift which now runs at capacity on most weekend days throughout the boating season. Through most of the year only one ramp is available at Browns Ravine. [#66-3 Recreation Transportation.] Closing Folsom Point would increase traffic both on Natoma Street and Green Valley Road. It would also discourage boaters from using Folsom Lake because of the inconvenience of long waiting times to launch, lack of parking, conflicts arising at the launch ramp because of delays and not knowing whether there will</p>

Page: 16

Sequence number: 1

Author:

Subject: #66-2

Date: 3/15/2007 5:16:09 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #59-2

Date: 3/14/2007 3:28:38 PM

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #66-3

Date: 3/15/2007 5:16:19 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #60-2

Date: 2/20/2007 12:18:35 PM -08'00'

T Socioeconomics Business - See Response to Comment #12-1

Sequence number: 5

Author:

Subject: #61-1

Date: 3/15/2007 5:15:29 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #66-1

Date: 3/15/2007 5:16:02 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7

Author:

Subject: #61-2

Date: 2/20/2007 12:32:58 PM -08'00'

T Socioeconomic Business - See Response to Comment #12-1

Sequence number: 8

Author:

Subject: #59-1

Date: 3/15/2007 5:15:13 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 9

Author:

Subject: #60-1

Date: 3/15/2007 5:15:21 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 10

Comments from page 16 continued on next page

59	Sandy Mckaig	<p>[#59-1 Recreation lake access closure]. As much as I realize that the project (of some sort) is necessary, public access to the lake at Folsom Point should not be limited or even denied. (I would hate to see Beat's Point impacted as well). [#59-2 Public Involvement meeting format.] I really believe that there should be additional meetings (town mtg-like) to express viewpoints, to clarify alternatives and impacts, and discuss options or other solutions. The way this project is being presented and by given only a "comment" card to write concerns on – seems like a done deal where decisions will be made without public opinion.</p>
60	Jim Snook	<p>[#60-1 Recreation lake access closure.] I am extremely concerned for the impact of closing any of the public access to the lake. While the need for flood protection is agreed upon, eliminating any of the launching recreation facilities would be incredibly detrimental to thousands of boat owners. [#60-2 Socioeconomics EIS Process.] In addition, I was disappointed to see that ECONOMIC impact was not a consideration relating to IMPACTS and MITIGATION. This City has thousands of visitors to the lake that contribute to the local economy. Please consider how any closures to facilities would impact our city.</p>
61	Craig R Larson	<p>Major concerns I have: [#61-1 Recreation lake access closure]. Loss of water access for the thousands of people that call Folsom their home lake. [#61-2 Socioeconomics businesses]. Loss of revenue to companies that depend on recreation use of Folsom Lake, who have always supported the lake. The youth of Folsom and outlying areas that will not be able to take part in the wonder and beauty of Folsom Lake. The overall loss of interest into the use of Folsom Lake and the activities such as boating that have helped make Folsom the city it is today. Please leave our boat ramps and access areas open to the people and families that build their memories on the lake!! The loss of revenue to the boat dealers in the Folsom area would be great and could not be made up for.</p>
62	Carol James	<p>[#62-1 Recreation mitigation]. Although it appears necessary to reduce boat launching facilities, would it be possible to enlarge those areas that will still be available for the public to park their vehicles and trailers? The public will surely adjust to longer lines for launching, but knowing they CAN launch and store their vehicles will lessen the negative impact. I believe this investment would not only be a good permanent upgrade, but show the public their recreation interests are still acknowledged. Thank you for your attention.</p>
63	Chet Bloyd	<p>[#63-1 Socioeconomics businesses]. The proposed closure will affect not only the immediate surrounding areas in the loss of taxable revenue generated by the recreation areas. It will also be devastating to the marine industry in the Sacramento and surrounding areas. The loss of revenue to these businesses will be greatly felt by most and some may even be closed. If there is an alternative, I believe we should explore!</p>
64	Mike Garner	<p>[#64-1 Socioeconomics.] Keep the vitality of the lake and the surrounding community at the top of priority list. Keep the flow of the 1 million plus visitors flowing when the project begins. Enough has happened already with the closure of the dam road. Don't hurt the livelihood's of these people anymore than what they've been subjected to already.</p>
65	John Poiriroo	<p>[#65-1 Visual loss of observation point] I am also concerned about the loss of the public viewing area (observation point) at the south end of the dam. That is potentially in the State Park plan as a future restaurant and public viewing area. I do not see any mention of this as a long-term recreational impact. Some sort of accommodation to retain this viewing area should be allowed.</p>
66	John Poiriroo	<p>[#66-1 Recreation lake access closure/alternatives.] Im John Poiriroo, Staff Commodore of the Folsom Lake Yacht Club. We are one of the oldest and largest recreational groups on Folsom Lake, having been established in 1956. Our club conducts sailing programs including races, cruises, water safety, instruction, and social events on Folsom Lake. On behalf of our members, I urge the Bureau of Reclamation not to close Folsom Point during the time that Folsom Dam is being raised. [#66-2 Recreation remaining access points]. Closing Folsom Point would seriously impact Folsom and communities surrounding it, as well as public use of Folsom Lake State Recreation Area. Should the boat launch facility at Folsom Point be closed, most of the boaters who now launch at Folsom Point would shift to the next nearest launch ramp at Browns Ravine in El Dorado Hills. There is not enough trailer parking at Browns Ravine to accommodate this shift which now runs at capacity on most weekend days throughout the boating season. Through most of the year only one ramp is available at Browns Ravine. [#66-3 Recreation Transportation.] Closing Folsom Point would increase traffic both on Natoma Street and Green Valley Road. It would also discourage boaters from using Folsom Lake because of the inconvenience of long waiting times to launch, lack of parking, conflicts arising at the launch ramp because of delays and not knowing whether there will</p>

Author:

Subject: #65-1

Date: 3/14/2007 4:37:01 PM

T Observation Point Mitigation – The observation point was closed due to national security concerns and is addressed in the Folsom Dam Access Restriction EIS. There are no plans under the Folsom DS/FDR project to replace the observation point.

Sequence number: 11

Author:

Subject: #63-1

Date: 3/16/2007 12:03:05 PM

T Socioeconomics Business - See Response to Comment #12-1.

Sequence number: 12

Author:

Subject: #62-1

Date: 3/15/2007 5:15:36 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 13

Author:

Subject: #64-1

Date: 3/15/2007 5:15:50 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

		<p>be space at Browns Ravine to launch. [#66-4 Socioeconomics businesses.] Should Folsom Point be closed, reestablishing boating among those who have shifted to other recreational pursuits will take years. In the meantime, clubs such as FLYC and the marine industry in the Sacramento area will suffer and perhaps be irreparably damaged. Alternative locations to stage construction equipment and materials exist closer to the dam than Folsom Point, such as near the intersection of the Folsom Dam Road and Natoma St. Large areas of land owned by the California Department of Corrections are accessible from Folsom Dam Road that would allow staging materials on public land closer to the dam and that would also require that construction traffic travel along Natoma St north that Folsom Point be closed for nearly a decade. So we ask that you not close Folsom Point and avoid these negative impacts on the Folsom community and boaters.</p>
<p>67</p>	<p>Kevin Kraft</p>	<p>[#67-General.] Not sure about this, as avid boaters, a bigger lake would be cool but we need the flood protection, I guess, IMHO we need more bridges over the American river and Sacto too, as this would help with traffic. As a native Sacramentoan, I am bitter about all the traffic and really would like to see the house construction and builders go away. If the bigger dam will give the builders the go for more houses, I say no. Just my opinion.</p>
<p>68</p>	<p>Peter Clark</p>	<p>Hello, I was not able to attend the meeting last night in Folsom, so my friend/colleague sent me your address so I could provide my two cents. Closure of ANY ramps/facilities would mean certain negative impacts: 1. Being a regular boater at Folsom Lake over the last 12 years, I have seen a steady increase in traffic/delays/safety issues/parking problems/congestion/turn-aways at every ramp. This would only be compounded by a closure of one of the more popular, more accessible and convenient launch facilities. [#68-1 Socioeconomics recreation fees.] Access fees would probably increase due to an overall decrease in patronage due to the other ramps' capacities not being able to handle the diversion from Folsom Point. Fees are already borderline outrageous, even if you purchase a season pass like I do. [#68-2 Recreation] People would find even more "creative" ways of accessing the lake. This would include driving on otherwise forbidden hillsides/embankments to swim, picnic, launch craft... especially PWC's. This is already a problem. [#68-3 Recreation remaining access points.] The south end of the lake could only be serviced by ONE facility, which often operates at half capacity since the Hobie Cove portion is often inaccessible (I'm not complaining about lake levels here!). The lake must be at a maximum of about 75% to expose Hobie Cove for use. There would still be a significant increase in traffic to the marina area from the closure, which is something I am not sure this quite narrow/tight facility can handle. Most of Folsom's population is on the south side of the dam, thereby making these southern facilities the most convenient for the public. [#68-4 Recreation indirect effects.] If the capacity of the lake were increased (I believe part of this project is to raise the level by 7 feet), then most or all of the other ramp facilities would need to be modified since the current 100% waterline at those facilities is at the top of the ramp. This would cause a closure of the other facilities at some point as well, since the "new" 100% mark would render these facilities useless. [#68-5 Transportation.] There would be an additional increase in traffic through downtown Folsom as some would try launching at Granite Bay. As you may know, the traffic through downtown has been a huge issue since the Dam Road closure. [#68-6 Purpose and need.] Personally, I haven't heard or read convincing arguments on why the dam and dikes need work in the first place. If there is a mechanical concern with these structures, then come out and say it. At least the public would understand and accept it. "Flood control" isn't enough explanation to warrant 7 years of inconvenience trying to use my floating entertainment investment. What specific work is proposed to control flooding? It's kind of like shutting the Dam Road down 1.5 years after 9/11, citing "security reasons" as the driver for the closure. If the Dam can't handle the increased traffic, then that's a much more logical reason than what was provided to the public. I would appreciate it if these could be forwarded on to any other appropriate individuals.</p>

Sequence number: 1

Author:

Subject: #66-4

Date: 2/20/2007 12:16:08 PM -08'00'

T Socioeconomic Business - See Response to Comment #12-1

Sequence number: 2

Author:

Subject: #68-3

Date: 3/15/2007 5:16:57 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #68-1

Date: 3/15/2007 5:16:47 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #68-4

Date: 3/14/2007 4:49:48 PM

T The Folsom DS/FDR project will not involve increasing the storage capacity or raising the water elevation during recreation season. The reservoir will continue to be operated as it currently is, or until a change in the reservoir's operation manual is put into place. Changing reservoir operations will be subject to its own environmental review process. Also please see Chapter 2 of the Final EIS/EIR for a complete description of the project. A 3.5-ft raise is being considered at this time; a 7-ft raise is no longer being considered.

Sequence number: 5

Author:

Subject: #68-6

Date: 3/14/2007 5:00:47 PM

T Purpose and Need - The Dam Safety and Flood Damage Reduction objectives for the Project are discussed in Chapter 1 of the Draft EIS/EIR. Also see Chapter 2 of the Final EIS/EIR for additional discussion regarding the potential need for flood damage reduction improvements.

Sequence number: 6

Author:

Subject: #68-5

Date: 3/16/2007 12:04:42 PM

T Recreation Transportation – There is a potential for some additional recreational traffic for individuals traveling through downtown Folsom; however, after the new bridge is complete, this traffic will take the shorter route. See section 4.3.9 in Chapter 4 of the Final EIS/EIR for more information. Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR. The continued access to Folsom Point would reduce potential traffic through downtown Folsom.

Sequence number: 7

Author:

Subject: #68-2

Date: 3/14/2007 4:46:58 PM

T Recreation illegal access – Reclamation plans additional security measures near the main dam and dikes to control access. Illegal entry points will be closed and blocked as necessary. CDPR will remain responsible for security around the facilities it manages.

Sequence number: 8

Author:

Subject: #67-1

Date: 3/15/2007 3:22:35 PM

T The comment does not pertain to, or raise, environmental issues related to the proposed Project alternatives. This and other such written comments, not related to environmental issues, which were received during the public review period for the DEIS/R are included as part of the Final EIS/R and may be considered by decision-makers during project deliberations; however, written responses to such comments are not required by CEQA or NEPA.

69	Todd Drybread	<p>I was unable to attend the public hearing last night, so please excuse myself if I am out of line. [#69-1 Recreation lake access closure.] I am incredibly upset with the possibility of closing Folsom Point. My family and I use the facility for walks and runs year round as well as boat access during the summer months. [#69-2 Recreation remaining access points.] Folsom lake has gained in popularity and closing Folsom Point would drive a large number of people to Granite Bay and especially Brown's Ravine. Browns Ravine will be continually overcrowded, plus it does not have the recreational access as does Folsom Point. Please let me know what I can do to help stop this closure.</p>
70	Scott Howlett Rick and Pam Patterson	<p>[#70-1 Recreation lake access closure.] We seriously disagree with any decision to close Folsom Point. We use the facility 5 times a week from May through Sept. It is a very busy boating launch and picnic area. I can't imagine Browns Ravine being able to accommodate the extra traffic. There must be another staging area that could be used!</p>
71	Shawn [#71-1 Recreation lake access closure.]	<p>I'm opposed to closing Folsom Pt. I never go anywhere else on Folsom Lake except there, there is shade. Big mistake,</p>
72	Dear Mr. Oliver, [#72-1 Recreation lake access closure.]	<p>I write this as a very concerned resident of Folsom that the closing of Dyke 8 is an unreasonable burden that the residents of Folsom are expected to endure. Not only have we had to tolerate the closing of the Dam road, traffic on Sutter Street, but the inconvenience and lack of forthright public notification is too much to sit quietly this time.] My own personal story is of the enjoyment I have of running with my dog in the Folsom Point area. There are elderly men who have had 10 year ritual of walking in the early morning and stay connected to the world while exercising. This is the place I take all out of town relatives and friends to show off our gorgeous lake and vistas. This is the lake that several friends swim in while we train for various events. This is the lake that is part of an annual second grade field trip to learn about our local habitat. [#72-2 Vegetation and wildlife.] The loss of local vegetation and wildlife will be an irreversible loss to our children. The closing of Folsom Point has a ripple effect here that needs to be addressed before there is anymore disruption to the residents and near by communities. In the report it states that Folsom Point is 'only for day use and a boat launch'. It is so much more than that! I urge you to carry out an alternative plan for a staging site for this project.</p>
73	G R Petersen	<p>[#73-1 PD alternative staging areas.] Being a current resident of Folsom and long time Sacramentoan, I must say I was very concerned to hear that Folsom Point may be closed for 7 years for work on the dam. I understand that there is the need for a staging area for the dam, but I urge you to choose one that will not have such an impact on a community. Close access to the lake is one of the reasons we moved to Folsom from Carmichael. We enjoy being able to go to the lake, swim and boat from the close proximity to our house. I know that we would still be able to access Folsom Lake, but it wouldn't be the same.</p>
74	Dear Sir [#74-1 Recreation lake access closure.]	<p>I am writing to let you know my great concern and disapproval of shutting down Folsom Point for any length of time. My family and I moved to Folsom over ten years ago and we use all of the parks located at the lake on a regular basis. Having access to Folsom Point or any other Park at Folsom Lake is a big reason that we moved to Folsom and it's part of the quality of life that we paid for when buying our home. Giving up access for even one summer is not acceptable, let alone for seven years. Please keep the parks open.</p>
75	Dear Mr. Oliver, [#75-1 Recreation lake access closure.]	<p>As a long time resident of Folsom we are strongly opposed to the potential closing of Folsom Point for a long term staging area for proposed construction of a new spillway for Folsom Dam. Folsom is such a desirable city to live in part to the beautiful recreational lake we have in our backyard. We recognized that right away when we moved into the Briggs Ranch neighborhood with our 3 daughters after relocating from Atlanta, GA 16 years ago. Folsom Point (formerly Dyke 8) has been a constant destination for our family over the years that has included enjoying the point on our walks, on challenging bike rides, exploring</p>

Sequence number: 1
Author:
Subject: #69-1
Date: 3/15/2007 5:17:12 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2
Author:
Subject: #72-2
Date: 3/14/2007 5:05:06 PM

T Vegetation and Wildlife - Reclamation and the Corps have been working closely with USFWS in the identification of impacts that could result from Folsom DS/FDR construction actions and in the development of mitigation measures to prevent or minimize those impacts. This work has resulted in the identification of endangered species and wildlife habitats potentially affected. The results of the coordination work are presented in the Wildlife Coordination Act Report and Biological Assessment documents prepared for this project, Appendices D and E of the Final EIS/EIR. These documents along with the mitigation measures outlined in Chapter 2 of the Final EIS/EIR will protect wildlife species to the extent practicable under law. The migration of wildlife species from the Folsom Point area is not expected because the majority of the area intended for use is either already paved or is within the inundation zone of the reservoir and does not afford sensitive habitat. Section 3.5 of the Draft EIS/EIR presents the potential impacts to terrestrial vegetation and wildlife.
See Section 4.3.12 in Chapter 4 of the Final EIS/EIR for more information.

Sequence number: 3
Author:
Subject: #69-2
Date: 3/15/2007 5:17:18 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4
Author:
Subject: #74-1
Date: 3/15/2007 5:17:59 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5
Author:
Subject: #75-1
Date: 3/15/2007 5:18:05 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6
Author:
Subject: #72-1
Date: 3/15/2007 5:17:42 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement and will alert the public of any potential temporary interruptions to recreation facilities. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 7
Author:
Subject: #71-1
Date: 3/15/2007 5:17:32 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

69		<p>I was unable to attend the public hearing last night, so please excuse myself if I am out of line. [#69-1 Recreation lake access closure.] I am incredibly upset with the possibility of closing Folsom Point. My family and I use the facility for walks and runs year round as well as boat access during the summer months. [#69-2 Recreation remaining access points.] Folsom lake has gained in popularity and closing Folsom Point would drive a large number of people to Granite Bay and especially Brown's Ravine. Browns Ravine will be continually overcrowded, plus it does not have the recreational access as does Folsom Point. Please let me know what I can do to help stop this closure.</p>
70	Todd Drybread	<p>o [#70-1 Recreation lake access closure.] We seriously disagree with any decision to close Folsom Point. We use the facility 5 times a week from May through Sept. It is a very busy boating launch and picnic area. I can't imagine Browns Ravine being able to accommodate the extra traffic. There must be another staging area that could be used!</p>
71	Scott Howlett Rick and Pam Patterson	<p>Shawn, [#71-1 Recreation lake access closure.] I'm opposed to closing Folsom Pt. I never go anywhere else on Folsom Lake except there, there is shade. Big mistake,</p>
72	Dear Mr. Oliver,	<p>o [#72-1 Recreation lake access closure.] I write this as a very concerned resident of Folsom that the closing of Dyke 8 is an unreasonable burden that the residents of Folsom are expected to endure. Not only have we had to tolerate the closing of the Dam road, traffic on Sutter Street, but the inconvenience and lack of forthright public notification is too much to sit quietly this time.] My own personal story is of the enjoyment I have of running with my dog in the Folsom Point area. There are elderly men who have had 10 year ritual of walking in the early morning and stay connected to the world while exercising. This is the place I take all out of town relatives and friends to show off our gorgeous lake and vistas. This is the lake that several friends swim in while we train for various events. This is the lake that is part of an annual second grade field trip to learn about our local habitat. [#72-2 Vegetation and wildlife.] The loss of local vegetation and wildlife will be an irreversible loss to our children. The closing of Folsom Point has a ripple effect here that needs to be addressed before there is anymore disruption to the residents and near by communities. In the report it states that Folsom Point is 'only for day use and a boat launch'. It is so much more than that! I urge you to carry out an alternative plan for a staging site for this project.</p>
73		<p>o [#73-1 PD alternative staging areas.] Being a current resident of Folsom and long time Sacramentoan, I must say I was very concerned to hear that Folsom Point may be closed for 7 years for work on the dam. I understand that there is the need for a staging area for the dam, but I urge you to choose one that will not have such an impact on a community. Close access to the lake is one of the reasons we moved to Folsom from Carmichael. We enjoy being able to go to the lake, swim and boat from the close proximity to our house. I know that we would still be able to access Folsom Lake, but it wouldn't be the same.</p>
74	G R Petersen	<p>Dear Sir [#74-1 Recreation lake access closure.] I am writing to let you know my great concern and disapproval of shutting down Folsom Point for any length of time. My family and I moved to Folsom over ten years ago and we use all of the parks located at the lake on a regular basis. Having access to Folsom Point or any other Park at Folsom Lake is a big reason that we moved to Folsom and it's part of the quality of life that we paid for when buying our home. Giving up access for even one summer is not acceptable, let alone for seven years. Please keep the parks open.</p>
75	Marco and Patti Pailila	<p>Dear Mr. Oliver, [#75-1 Recreation lake access closure.] As a long time resident of Folsom we are strongly opposed to the potential closing of Folsom Point for a long term staging area for proposed construction of a new spillway for Folsom Dam. Folsom is such a desirable city to live in part to the beautiful recreational lake we have in our backyard. We recognized that right away when we moved into the Briggs Ranch neighborhood with our 3 daughters after relocating from Atlanta, GA 16 years ago. Folsom Point (formerly Dyke 8) has been a constant destination for our family over the years that has included enjoying the point on our walks, on challenging bike rides, exploring</p>

Sequence number: 8
Author:
Subject: #70-1
Date: 3/15/2007 5:17:26 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 9
Author:
Subject: #73-1
Date: 3/15/2007 5:17:51 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

		<p>the Point with our Girl Scout troops, spontaneous family picnics, taking the opportunity to enjoy the visual beauty of the lake since the closure of Folsom Dam Road and of course, the abundance of fun-filled boating opportunities through the convenient boat ramp access.</p> <p>Please reconsider what a huge negative affect this would have on the families of Folsom and on the wonderful quality of life that having such a beautiful, convenient destination has provided the ever growing number of Folsom residents. Eliminating access to Folsom Point for 6-7 years would be a devastating loss.</p>
76	Jonathan Walburger	<p>#76-1 Recreation lake access closure.] This would be a terrible idea. One of the benefits to living in Folsom is the easy Lake Access. My family and I love being able to ride our bikes to Lake. Please don't take this away.</p>
77	Mr. Oliver, Dawn Lockwood	<p>#77-1 Recreation lake access closure] As a long time Folsom resident, I am writing to urge you to reconsider closing Folsom Point. We value that area for our "warm weather" recreation; we moved to Folsom for this beautiful lake. Closing Folsom Point would not only #77-2 Socioeconomics businesses.] impact businesses in Folsom but also the way of life for many of our residents.</p>
78		<p>#78-1 PD No Action Alt.] Use of the 400,000/670,000 acre-foot rule as a key assumption in the No Action Alternative is flawed due to the uncertainty on continuation of that rule for Folsom reservoir operation over the design life of the Proposed Project. Firstly, although the 400,000/670,000 acre-foot rule is embodied in the 2004 agreement between Reclamation and the Sacramento Area Flood Control Agency (SAFCA), that agreement terminates in 2018 or earlier and nothing compels SAFCA to enter into a new agreement with Reclamation with the same rule to span the design life of the Proposed Project. Secondly, the Water Resources Development Act of 1996 (WRDA) characterized the 400,000/670,000 rule as in interim rule until such time as a flood damage reduction plan for the American River has been implemented. The pre-1993 400,000 acre-foot rule presents the most plausible default for incorporation into the No Action Alternative.</p>
79		<p>#79-1 PD Proposed Project.] The Proposed Project enables and contemplates studying a wider range of operations rules for flood control and other purposes than those in use today, and any changed rules resulting from those studies will have various impacts, both positive and negative, on water users and the environment. #79-2 Range of alternatives.] In addition, the range of alternatives for flood control does not address the range of possible alternatives involving downstream levees. Simply adopting existing plans for levee strengthening and upgrades falls far short of the realistic range of alternatives that should be addressed. For instance, WRDA of 1996 contemplates development and implementation of a flood damage reduction plan for the American River. No such plan is incorporated in the Draft Environmental Impact Study (DEIS). As such, the alternatives and their impacts are too narrowly described in the current DEIS to meet the requirements of the National Environmental Policy Act (NEPA). The studies must be completed and described in a more comprehensive set of alternatives before a revised DEIS is issued.</p>
80		<p>#80-1 Hydropower Folsom reoperation]. Extension of the prior comment: there are no estimates of the economic/financial impact to CVP water contractors, power customers of the Western Area Power Administration (WAPA), or other water users, of plausible or likely changes to operation of Folsom Reservoir as a result of the Proposed Project or other alternatives. No remedies are identified to compensate CVP water contractors, power customers of WAPA, or other users, due to reduced water or power supply caused by plausible or likely changes to Folsom Reservoir operation as a result of the Proposed Project or other alternatives. #80-2 Hydropower cumulative effects]. In short, the document fails to consider fully the indirect and cumulative impacts of the Proposed Project.</p>
81		<p>#81-1 CVP cost allocation.] We would also like to reiterate our general understanding that there cannot be an allocation to CVP Contractors for costs for projects that do not meet an authorized CVP Project Purpose and/or are not designated as a Financially and Operationally Integrated part of the CVP. This general understanding is consistent with Reclamation Law. Neither document provides the background calculations from which the cost allocations were derived. In addition, neither document specifies cost shares to specific entities. We are very interested in this information.</p>
82		<p>#82-1 CVP cost allocation.] We also believe that any Safety of Dams allocation for any of these costs would be of sufficient</p>

Sequence number: 1

Author:

Subject: 80-2

Date: 3/14/2007 5:16:44 PM

T Hydropower - The proposed project will not change the manner in which the hydropower facilities at Folsom and Nimbus dams are operated and managed. As per WRDA 1999 (PL 106-53) an interim operation agreement is assumed to continue in place or until completion of the Folsom Modifications Project. A permanent reoperation study which will include the implementation of a new water control manual is currently being scoped parallel to this project. The reoperation study will also analyze forecast based operation. The reoperation study will include the appropriate level of environmental analysis, agency, stakeholder and public coordination and environmental compliance documentation.

Sequence number: 2

Author:

Subject: #79-2

Date: 3/14/2007 5:14:58 PM

T The Folsom DS/FDR project addresses measures to improve the seismic, static, hydrologic, security, and flood damage reduction issues related to Folsom Dam and its associated facilities. Improvements to the downstream levees are being addressed under the Corps Folsom Modifications Project under a separate authorization.

Sequence number: 3

Author:

Subject: #80-1

Date: 3/14/2007 5:16:03 PM

T Hydropower relative to reoperations/cumulative effect – There are no proposed changes to the operations of Folsom Reservoir under the Folsom DS/FDR that would affect power customers of WAPA. As per WRDA 1999 (PL 106-53) an interim operation agreement is assumed to continue in place or until completion of the Folsom Modifications Project. A permanent reoperation study which will include the implementation of a new water control manual is currently being scoped parallel to this project. The reoperation study will also analyze forecast based operation. The reoperation study will include the appropriate level of environmental analysis, agency, stakeholder and public coordination and environmental compliance documentation.

Sequence number: 4

Author:

Subject: #76-1

Date: 3/15/2007 5:18:17 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #77-1

Date: 3/15/2007 5:18:23 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #77-2

Date: 2/20/2007 12:40:16 PM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 7

Author:

Subject: #79-1

Date: 3/14/2007 5:14:09 PM

T Project Description relative to Operations – This EIS/EIR introduces the likelihood that operations of Folsom Reservoir may change in the future as a result of updating the Water Control Manual. The update of the Water Control Manual and resulting changes would occur irrespective of the Folsom DS/FDR project. The changes are not directly linked to this project. Project agencies are in

		<p>the Point with our Girl Scout troops, spontaneous family picnics, taking the opportunity to enjoy the visual beauty of the lake since the closure of Folsom Dam Road and of course, the abundance of fun-filled boating opportunities through the convenient boat ramp access.</p> <p>Please reconsider what a huge negative affect this would have on the families of Folsom and on the wonderful quality of life that having such a beautiful, convenient destination has provided the ever growing number of Folsom residents. Eliminating access to Folsom Point for 6-7 years would be a devastating loss.</p>
76	Jonathan Walburger	<p>[#76-1 Recreation lake access closure.] This would be a terrible idea. One of the benefits to living in Folsom is the easy Lake Access. My family and I love being able to ride our bikes to Lake. Please don't take this away.</p>
77	Mr. Oliver, Dawn Lockwood	<p>[#77-1 Recreation lake access closure] As a long time Folsom resident, I am writing to urge you to reconsider closing Folsom Point. We value that area for our "warm weather" recreation; we moved to Folsom for this beautiful lake. Closing Folsom Point would not only impact businesses in Folsom but also the way of life for many of our residents.</p>
78		<p>[#77-2 Socioeconomics businesses.] impact businesses in Folsom but also the way of life for many of our residents.</p> <p>[#78-1 PD No Action Alt.] Use of the 400,000/670,000 acre-foot rule as a key assumption in the No Action Alternative is flawed due to the uncertainty on continuation of that rule for Folsom reservoir operation over the design life of the Proposed Project. Firstly, although the 400,000/670,000 acre-foot rule is embodied in the 2004 agreement between Reclamation and the Sacramento Area Flood Control Agency (SAFCA), that agreement terminates in 2018 or earlier and nothing compels SAFCA to enter into a new agreement with Reclamation with the same rule to span the design life of the Proposed Project. Secondly, the Water Resources Development Act of 1996 (WRDA) characterized the 400,000/670,000 rule as in interim rule until such time as a flood damage reduction plan for the American River has been implemented. The pre-1993 400,000 acre-foot rule presents the most plausible default for incorporation into the No Action Alternative.</p>
79	CVP Water Association	<p>[#79-1 PD Proposed Project.] The Proposed Project enables and contemplates studying a wider range of operations rules for flood control and other purposes than those in use today, and any changed rules resulting from those studies will have various impacts, both positive and negative, on water users and the environment. [#79-2 Range of alternatives.] In addition, the range of alternatives for flood control does not address the range of possible alternatives involving downstream levees. Simply adopting existing plans for levee strengthening and upgrades falls far short of the realistic range of alternatives that should be addressed. For instance, WRDA of 1996 contemplates development and implementation of a flood damage reduction plan for the American River. No such plan is incorporated in the Draft Environmental Impact Study (DEIS). As such, the alternatives and their impacts are too narrowly described in the current DEIS to meet the requirements of the National Environmental Policy Act (NEPA). The studies must be completed and described in a more comprehensive set of alternatives before a revised DEIS is issued.</p>
80	CVP Water Association	<p>[#80-1 Hydropower Folsom reoperation]. Extension of the prior comment: there are no estimates of the economic/financial impact to CVP water contractors, power customers of the Western Area Power Administration (WAPA), or other water users, of plausible or likely changes to operation of Folsom Reservoir as a result of the Proposed Project or other alternatives. No remedies are identified to compensate CVP water contractors, power customers of WAPA, or other users, due to reduced water or power supply caused by plausible or likely changes to Folsom Reservoir operation as a result of the Proposed Project or other alternatives. [#80-2 Hydropower cumulative effects]. In short, the document fails to consider fully the indirect and cumulative impacts of the Proposed Project.</p>
81	CVP Water Association	<p>[#81-1 CVP cost allocation.] We would also like to reiterate our general understanding that there cannot be an allocation to CVP Contractors for costs for projects that do not meet an authorized CVP Project Purpose and/or are not designated as a Financially and Operationally Integrated part of the CVP. This general understanding is consistent with Reclamation Law. Neither document provides the background calculations from which the cost allocations were derived. In addition, neither document specifies cost shares to specific entities. We are very interested in this information.</p>
82	CVP Water Association	<p>[#82-1 CVP cost allocation.] We also believe that any Safety of Dams allocation for any of these costs would be of sufficient</p>

the process of identifying the changes, and when the changes are defined, they will be assessed and disclosed in a separate environmental document.

Sequence number: 8

Author:

Subject: #82-1

Date: 3/14/2007 5:18:35 PM

T CVP Cost Allocation - CVP cost allocation and repayment are outside the scope of the NEPA process. At their discretion, CVP water and power contractors may elect to approach Reclamation administratively with their proposal to establish a separate repayment period for recovery of Dam Safety costs for Folsom Dam and Reservoir.

Sequence number: 9

Author:

Subject: #81-1

Date: 3/14/2007 5:18:48 PM

T CVP Cost Allocation - CVP cost allocation and repayment are outside the scope of the NEPA process. Any reimbursable costs associated with the projects at Folsom Dam and Reservoir will be recovered by Reclamation as appropriate in compliance with Reclamation law and policy. The Corps PAC Report contains cost information for the flood damage reduction portion of the project.

Sequence number: 10

Author:

Subject: #78-1

Date: 3/14/2007 5:11:22 PM

T No Action Alternative Relative to Operations - As per WRDA 1999 (PL 106-53) an interim operation agreement is assumed to continue in place until 2018 or until completion of the revised water control manual, which is anticipated to complete one year prior to completion of construction of the JFP. A permanent re-operation study addressing these concerns is currently being scoped, and will include the appropriate level of environmental analysis, agency, stakeholder and public coordination and documentation.

	Association	significance to warrant a separate repayment period beyond the 2030 repayment deadline for pre-existing CVP Plant-In-Service costs as of 1980. Because these projects are not expected to be completed until time periods ranging from 2010 (at the very earliest) to 2020 (if there are scheduling delays), a 2030 repayment period would considerably compress the repayment period for these costs relative to the useful life of the project. Moreover, the CVP ratesetting policies incorporate a 50-year repayment period for capital costs, which was used as the basis for determining a 2036 repayment date for the San Felipe Unit out-of-basin facilities costs.
83	CVP Water Association	#83-1 Executive Summary text clarification.] Page ES-2: Within the last paragraph, elements that Reclamation and the Corps would implement separately are mentioned, and a list "as summarized in the following paragraphs" is referenced. On what page is this list provided?
84	CVP Water Association	#84-1 Study Authority.] Page ES-3: Regarding the top paragraph, was separate authorizing legislation provided for the Folsom Outlet Modifications Project, which was morphed by the Corps into the Auxiliary Spillway Project? What was the PL number for this authorizing legislation for the Folsom Outlet Modification Project?
85	CVP Water Association	#85-1 PD Fuseplug Relation.] Page ES-9: Will the referenced fuseplug in the top paragraph be built prior to the completion of the auxiliary spillway?
86	CVP Water Association	#86-1 Relationship with security project.] Page ES-11: In the top paragraph, why is there a reference to security activities? Have security activities been defined as part of the Joint Federal Project and either the Flood Damage Reduction or Safety of Dams program?
87	CVP Water Association	#87-1 Study Authority for MODS.] Page ES-11: Did the authorizing legislation for the Folsom Outlet Modification Project (which was subsequently revamped as the Auxiliary Spillway) specify a 100% flood control allocation?
88	CVP Water Association	#88-1 Hydrology dam storage capacity.] Page ES-13 to ES-15: What incremental acre-foot storage capacities would be provided by 3.5, 6 and 17 foot raise levels to the Folsom Storage Facility? How does this compare to the acre-foot capacities that are expected to be generated through a Probable Maximum Flood?
89	CVP Water Association	#89-1 Safety requirement.] Page 1-1: Are there specific (non-security related) safety requirements for the Folsom Facility based on the basis that it is designated as a National Critical Infrastructure Facility?
90	CVP Water Association	#90-1 Study Authority.] Page 1-20: Why is the authorizing legislation for the Folsom Outlet Modifications Project not included in the legislative citations?
91	CVP Water Association	#91-1 Study Authority/Security.] Page 2-73: Is site security being incorporated into this project? If so, under what authorization is this being done?
92	CVP Water Association	#92-1 PD Alternative definition.] Page 2-85: Why is alternative 1 designated as a purely Safety of Dams alternative?
93	CVP Water Association	#93-1 Water Supply impacts.] Page 3.2-4: Would any of the proposed projects impact water deliveries while construction is in progress?
94	CVP Water Association	#94-1 Water Supply impacts.] Would deliveries to the City of Roseville, San Juan Water District, and Suburban Water District be significantly impacted during construction of any of the Corps Folsom Dam Modifications Projects?
95	Jim Bayless	Shawn – I have reviewed the EIR and have a few questions. I apologize that the answers may lie in the document, but I could not put my fingers on them. <ol style="list-style-type: none"> #95-1 PD Dam capacity.] The alternatives include raising the reservoir's containment level by 3.5' to 17'. Would that additional capacity be considered merely as freeboard, or would the facility be operated with the water storage goal of filling the facility to a higher level than the current capability? #95-2 PD roadway construction.] Would each alternative include relocating or rebuilding all roads, parking lots and facilities above the new high-water line?

Page: 20

Sequence number: 1

Author:

Subject: #83-1

Date: 3/14/2007 5:19:45 PM

T The text referenced in the comment relates to the specific Congressional authorizations that direct Reclamation to address dam safety and the Corps flood damage reduction issues at Folsom Dam and Reservoir. Those specific authorizations are presented in the text immediately following the referenced page ES-2 statement on pages ES-3 and ES-5.

Sequence number: 2

Author:

Subject: #95-2

Date: 3/14/2007 5:34:13 PM

T The Folsom DS/FDR project would not result in a permanent increase in reservoir storage levels that would require relocating or rebuilding roadways or structures supporting recreation at Folsom Reservoir.

Sequence number: 3

Author:

Subject: #86-1

Date: 3/14/2007 5:22:22 PM

T The security features are a Safety of Dams only project feature.

Sequence number: 4

Author:

Subject: #88-1

Date: 3/14/2007 5:24:22 PM

T The Folsom DS/FDR project would not involve any increase in permanent reservoir pool storage. Any increase over existing storage limits would be temporary and only based on hydrologic control needs related to flood damage reduction. The 7-ft and 17-ft raises are no longer being considered.

Sequence number: 5

Author:

Subject: #95-1

Date: 3/15/2007 11:34:58 AM

T Any raise under the Folsom DS/FDR project would be to add additional freeboard or temporary flood storage capacity (related to hydrologic control issues) and not to increase the operational storage capacity of the reservoir. The Draft EIS/EIR included alternatives that had the potential for increasing that reservoir surface elevation that could potential flood property immediately adjacent to the reservoir. However, neither Reclamation nor the Corps are considering actions that would result in an increased reservoir water elevation. Therefore, property would not be inundated or subject to take under the Preferred Alternative.

Based upon additional engineering analysis since the Draft EIS/EIR was published, the Corps has concluded that with optimization of all elements of its Selected Plan, including the 6STG auxiliary spillway, emergency spillway gate modification, and a 3.5-ft facility raise, an increase to maximum reservoir water surface elevation beyond current dam crest elevation is not anticipated in order to provide for flood damage reduction benefits. The future maximum reservoir surface elevation with the Corps' Selected Plan would not exceed the existing federal property take line for a 200-year flood design event. The anticipated lower maximum water surface elevation for all flood events, inclusive of a PMF event, eliminates the risk that surrounding properties or habitat would be flooded beyond that which occurs under existing conditions. Consequently, no property takes, flowage easements, or additional small scale impoundment features such as dikes or berms beyond the existing take line are planned as part of the Corps' Selected Plan. The possible 3.5-ft raise of the Corps' Selected Plan will undergo further design during pre-construction, engineering, and design phase and, if needed, addressed through a supplemental NEPA/CEQA document.

Sequence number: 6

Author:

Subject: #87-1

Date: 3/14/2007 5:23:03 PM

T Study Authority for Folsom Modifications Project - No, but the purpose of flood damage reduction is implicit in the authorization because it is specified in the documents referenced by the legislation. Section 128 of the Energy and Water Resources Appropriations Act of 2006 (PL109-103) authorizes the Corps and Reclamation to work together on an auxiliary spillway.

Sequence number: 7

Author:

Comments from page 20 continued on next page

	Association	significance to warrant a separate repayment period beyond the 2030 repayment deadline for pre-existing CVP Plant-In-Service costs as of 1980. Because these projects are not expected to be completed until time periods ranging from 2010 (at the very earliest) to 2020 (if there are scheduling delays), a 2030 repayment period would considerably compress the repayment period for these costs relative to the useful life of the project. Moreover, the CVP ratesetting policies incorporate a 50-year repayment period for capital costs, which was used as the basis for determining a 2036 repayment date for the San Felipe Unit out-of-basin facilities costs.
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85	CVP Water Association	[#85-1 PD Fuseplug Relation.] Page ES-9: Will the referenced fuseplug in the top paragraph be built prior to the completion of the auxiliary spillway?
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87	CVP Water Association	[#87-1 Study Authority for MODS.] Page ES-11: Did the authorizing legislation for the Folsom Outlet Modification Project (which was subsequently revamped as the Auxiliary Spillway) specify a 100% flood control allocation?
88	CVP Water Association	[#88-1 Hydrology dam storage capacity.] Page ES-13 to ES-15: What incremental acre-foot storage capacities would be provided by 3.5, 6 and 17 foot raise levels to the Folsom Storage Facility? How does this compare to the acre-foot capacities that are expected to be generated through a Probable Maximum Flood?
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95	Jim Bayless	Shawn – I have reviewed the EIR and have a few questions. I apologize that the answers may lie in the document, but I could not put my fingers on them. <ol style="list-style-type: none"> [#95-1 PD Dam capacity.] The alternatives include raising the reservoir's containment level by 3.5' to 17'. Would that additional capacity be considered merely as freeboard, or would the facility be operated with the water storage goal of filling the facility to a higher level than the current capability? [#95-2 PD roadway construction.] Would each alternative include relocating or rebuilding all roads, parking lots and facilities above the new high-water line?

Subject: #92-1

Date: 3/14/2007 5:30:31 PM

T Alternative 1 is a Safety of Dams only alternative because it includes the fuseplug spillway. The fuseplug spillway would not meet the flood damage reduction goals established by the Corps and its local partners. Alternative 1 would only be implemented if the Corps did not receive funding to construct the JFP gated Auxiliary Spillway.

Sequence number: 8

Author:

Subject: #91-1

Date: 3/14/2007 5:26:26 PM

T Study Authority for Security – Beyond the fiduciary responsibility that the federal government has as the owner of the facility, Presidential Directive HSPD-7 (Critical Infrastructure Identification, Prioritization, and Protection) requires federal agencies to protect the nation's critical infrastructure and key resources against terrorist acts that could cause significant harm.

Sequence number: 9

Author:

Subject: #85-1

Date: 3/15/2007 3:06:37 PM

T Construction of a fuseplug control for the auxiliary spillway by Reclamation would be an interim measure prior to the Corps construction of the gated spillway. Reclamation would construct a fuseplug spillway control only if it was determined that there would be a delay in Congressional funding for the Corps to construct the gated spillway.

Sequence number: 10

Author:

Subject: #93-1

Date: 3/15/2007 11:57:00 AM

T The Folsom DS/FDR project will not change current operations nor will it change water deliveries to water contractors. The authorization for the Folsom Modifications Project directs the Corps to change the variable flood storage space at Folsom Lake from the current interim operation of 400,000 acre-feet to 670,000 acre-feet to a 400,000 acre-feet to 600,000 acre-feet (400/600) permanent variable flood space operation once the Folsom Modifications Project has been implemented. The Corps, with coordination by Reclamation, will develop a new flood control manual for Folsom Dam for implementation prior to completion of the JFP Auxiliary Spillway. The new flood control manual feature is currently being scoped as a parallel process and is not linked to the Folsom DS/FDR. **Therefore, in this EIS/EIR, operations are analyzed and disclosed based upon current operational requirements. The parallel flood control manual development and study will include variable flood storage space, including analysis of forecast based operations, new flood release schedules and a plan component for repayment of potential water supply losses resulting from implementation of this flood control manual. This parallel study will be a collaborative process with the appropriate level of environmental analysis, public, agency and stakeholder coordination, and appropriate NEPA/CEQA documentation.**

Sequence number: 11

Author:

Subject: #94-1

Date: 3/14/2007 5:32:56 PM

T The Folsom DS/FDR project would not impact water deliveries to the City of Roseville, San Juan Water District, and Suburban Water District. Any rerouting of pipelines will be handled in a manner that does not interrupt water supply.

Sequence number: 12

Author:

Subject: #89-1

Date: 3/14/2007 5:25:02 PM

T Safety Requirements – Features to ensure facility security will be included in this project. To the extent that such features are retrofits to existing facilities or areas that are not being modified for flood damage reduction or dam safety purposes, the features will be funded through Reclamation's Site Security Program. Where security features are a part of modifications necessary for flood damage reduction and/or dam safety, they will be incorporated as part of the facilities authorized to be constructed through those programs.

Sequence number: 13

Author:

Subject: #90-1

Date: 3/14/2007 5:25:57 PM

T Study Authority for Folsom Modifications Project - Section 1.5 of the of the Corps' PAC report provides all authorities specific to the Folsom project (pages 1-9 to 1-20).

Sequence number: 14

Author:

Subject: #84-1

Date: 3/14/2007 5:21:54 PM

T Study Authority - The authorizations are as follows: 1.5.9: Energy and Water Development Appropriations Act of 2006 (PL109-103) for the Auxiliary Spillway (Page 1-19 of the PAC) and Folsom Modifications Project authorization is WDRA 1999 (PL

Comments from page 20 continued on next page

	Association	significance to warrant a separate repayment period beyond the 2030 repayment deadline for pre-existing CVP Plant-In-Service costs as of 1980. Because these projects are not expected to be completed until time periods ranging from 2010 (at the very earliest) to 2020 (if there are scheduling delays), a 2030 repayment period would considerably compress the repayment period for these costs relative to the useful life of the project. Moreover, the CVP ratesetting policies incorporate a 50-year repayment period for capital costs, which was used as the basis for determining a 2036 repayment date for the San Felipe Unit out-of-basin facilities costs.
83	CVP Water Association	[#83-1 Executive Summary text clarification.] Page ES-2: Within the last paragraph, elements that Reclamation and the Corps would implement separately are mentioned, and a list "as summarized in the following paragraphs" is referenced. On what page is this list provided?
84	CVP Water Association	[#84-1 Study Authority.] Page ES-3: Regarding the top paragraph, was separate authorizing legislation provided for the Folsom Outlet Modifications Project, which was morphed by the Corps into the Auxiliary Spillway Project? What was the PL number for this authorizing legislation for the Folsom Outlet Modification Project?
85	CVP Water Association	[#85-1 PD Fuseplug Relation.] Page ES-9: Will the referenced fuseplug in the top paragraph be built prior to the completion of the auxiliary spillway?
86	CVP Water Association	[#86-1 Relationship with security project.] Page ES-11: In the top paragraph, why is there a reference to security activities? Have security activities been defined as part of the Joint Federal Project and either the Flood Damage Reduction or Safety of Dams program?
87	CVP Water Association	[#87-1 Study Authority for MODS.] Page ES-11: Did the authorizing legislation for the Folsom Outlet Modification Project (which was subsequently revamped as the Auxiliary Spillway) specify a 100% flood control allocation?
88	CVP Water Association	[#88-1 Hydrology dam storage capacity.] Page ES-13 to ES-15: What incremental acre-foot storage capacities would be provided by 3.5, 6 and 17 foot raise levels to the Folsom Storage Facility? How does this compare to the acre-foot capacities that are expected to be generated through a Probable Maximum Flood?
89	CVP Water Association	[#89-1 Safety requirement.] Page 1-1: Are there specific (non-security related) safety requirements for the Folsom Facility based on the basis that it is designated as a National Critical Infrastructure Facility?
90	CVP Water Association	[#90-1 Study Authority.] Page 1-20: Why is the authorizing legislation for the Folsom Outlet Modifications Project not included in the legislative citations?
91	CVP Water Association	[#91-1 Study Authority/Security.] Page 2-73: Is site security being incorporated into this project? If so, under what authorization is this being done?
92	CVP Water Association	[#92-1 PD Alternative definition.] Page 2-85: Why is alternative 1 designated as a purely Safety of Dams alternative?
93	CVP Water Association	[#93-1 Water Supply impacts.] Page 3.2-4: Would any of the proposed projects impact water deliveries while construction is in progress?
94	CVP Water Association	[#94-1 Water Supply impacts.] Would deliveries to the City of Roseville, San Juan Water District, and Suburban Water District be significantly impacted during construction of any of the Corps Folsom Dam Modifications Projects?
95	Jim Bayless	Shawn – I have reviewed the EIR and have a few questions. I apologize that the answers may lie in the document, but I could not put my fingers on them. <ol style="list-style-type: none"> [#95-1 PD Dam capacity.] The alternatives include raising the reservoir's containment level by 3.5' to 17'. Would that additional capacity be considered merely as freeboard, or would the facility be operated with the water storage goal of filling the facility to a higher level than the current capability? [#95-2 PD roadway construction.] Would each alternative include relocating or rebuilding all roads, parking lots and facilities above the new high-water line?

	<p>3. <input checked="" type="checkbox"/> #95-3 PD vegetation.] Would the existing trees on the shoreline be cleared to above the new high-water line? 4. <input checked="" type="checkbox"/> #95-4 PD hiking trails. Would all impacted hiking and biking trails also be relocated above the high-water line? 5. <input checked="" type="checkbox"/> #95-5 Hydropower/Water Supply]. Presumably at least alternative 5 would impact some county roads. Would it also impact the Salmon Fall bridge, or any EID water intake facilities? 6. <input checked="" type="checkbox"/> #95-6 PD alternative development.]. Is there any consideration of alternative strategies that have less impact on Folsom Point park operations? 7. Should official comments be sent to you?</p>		
<p>96</p>	<p><input checked="" type="checkbox"/> Mr. Shawn Oliver & Mrs. Becky Victorine, <input checked="" type="checkbox"/> #96-1 Recreation lake access closure.]. I am a student at Sacramento State and an resident of Folsom. I've just been informed about the plan to potentially close Folsom Point (Dyke 8) for upwards to 5 years because of the project for Folsom Dam Safety and Flood Damage reduction. I understand the need and encourage the project, but would like to strongly and earnestly urge the consideration of a plan that would not include closing Folsom Point. I am an avid wake boarder and use the boat launch at Folsom Point from late March through November. I live just five minutes from Folsom Point and would be greatly inconvenienced to have to drive to another location to drop my boat in. I know many other friends and family members that this would affect as well. If there is any other plan though could be implemented to prevent the closure of Folsom Point for 5 years, it would be greatly appreciated by the entire community. Thank you for your consideration</p>	<p>Lyndsay Smith</p>	
<p>97</p>	<p>Dear Friends, The project for Folsom Dam Safety and Flood Damage reduction is very important! <input checked="" type="checkbox"/> #97-1 Recreation.]. We would however like to request a more supportive approach where recreation is concerned and other solutions are offered. This project is proposed into 2012 (or longer) Closure of Folsom Point will negatively affect families, boaters and Aquatic Center clients who access the Lake though Folsom. <input checked="" type="checkbox"/> #97-2 Recreation remaining access points. During the busy season Folsom Lake Launching Ramps will actually close due to lack of space (parking). Browns Marina and Granite Bay are the other options, which will be heavily impacted, with early closures due to limited space. This community is special because of the opportunities to recreate! Access to the water is critical! Please consider the other options for debris storage and rock crushing. KEEP FOLSOM POINT OPEN!!! Any consideration for future recreation in this community is highly valued. Please look at the finished product. <input checked="" type="checkbox"/> #97-3 Recreation mitigation.]. IS THERE BIKE TRAILS?? Have the existing trails been replaced? HAVE THE HORSE TRAILS BEEN REPLACED AND REPARED? HAVE TREES BEEN PLANTED FOR PICNICS (WITH PICNIC TABLES)?]</p>	<p>Anonymous</p>	
<p>98</p>	<p><input checked="" type="checkbox"/> Mr. Mayor, <input checked="" type="checkbox"/> #98-1 Recreation lake access closure/alternatives.]. We am very distressed at the idea of closing the Folsom Point (Dyke 8) recreation are for seven years as it is used for a site to stage the dam reconstruction. We feel this is removing a vital part of the recreation for the city for an extended length of time.]. #98-2 Transportation.]. Not to mention the construction vehicles that will be traveling in and out the site for seven years. This will impact the traffic on Natoma (which will just be opening up for traffic across the dam once the new bridge is built), and will negatively effect our neighborhood due to the traffic and noise. We can not believe that there is not a more appropriate place on the opposite side of the dam that cannot be used for this purpose. Our city and neighborhoods have taken such a hit in the past 5 years, can you not give us a break and use an area that will not negatively effect us for the next seven years? Please rethink your possibilities.</p>	<p>Terry and Jim Lehman</p>	
<p>99</p>	<p>Dear Shawn,</p>	<p>Brian</p>	

Sequence number: 1
Author:
Subject: #98-2
Date: 3/14/2007 5:39:01 PM

T Transportation Impacts – It is recognized that construction projects involve increased transport of materials to the construction site. The project agencies will develop a transportation management plan that will include input from city traffic engineers. The plan will provide guidelines on preferred traffic routes, route restrictions, and time of day restriction on using certain routes. Contractors will be required to adhere to the plan. See section 4.3.9 in Chapter 4 of the Final EIS/EIR for more information.

Sequence number: 2
Author:
Subject: #98-1
Date: 3/15/2007 5:19:28 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3
Author:
Subject: #95-6
Date: 3/16/2007 12:11:42 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4
Author:
Subject: #95-5
Date: 3/14/2007 5:35:13 PM

T Alternative 5 is no longer being considered as a viable project that would meet the purpose and needs of this project.

Sequence number: 5
Author:
Subject: #97-2
Date: 3/15/2007 5:19:16 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6
Author:
Subject: #96-1
Date: 3/15/2007 5:19:04 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7
Author:
Subject: #95-4
Date: 3/14/2007 5:35:00 PM

T The Folsom DS/FDR project would not result in a permanent increase in reservoir storage levels that would require relocating trails at Folsom Reservoir.

Sequence number: 8
Author:
Subject: 95-3
Date: 3/15/2007 11:36:08 AM

T The Draft EIS/EIR included alternatives that had the potential for increasing that reservoir surface elevation that could potential flood property immediately adjacent to the reservoir. However, neither Reclamation nor the Corps are considering actions that would result in an increased reservoir water elevation. Based upon additional engineering analysis since the Draft EIS/EIR was published, the Corps has concluded that with optimization of all elements of its Selected Plan, including the 6STG auxiliary spillway, emergency spillway gate modification, and a 3.5-ft facility

		<p>3. [#95-3 PD vegetation.] Would the existing trees on the shoreline be cleared to above the new high-water line? 4. [#95-4 PD hiking trails. Would all impacted hiking and biking trails also be relocated above the high-water line? 5. [#95-5 Hydropower/Water Supply]. Presumably at least alternative 5 would impact some county roads. Would it also impact the Salmon Fall bridge, or any EID water intake facilities? 6. [#95-6 PD alternative development.] Is there any consideration of alternative strategies that have less impact on Folsom Point park operations? 7. Should official comments be sent to you?</p>
<p>96</p>	<p>Mr. Shawn Oliver & Mrs. Becky Victorine, [#96-1 Recreation lake access closure.] I am a student at Sacramento State and an resident of Folsom. I've just been informed about the plan to potentially close Folsom Point (Dyke 8) for upwards to 5 years because of the project for Folsom Dam Safety and Flood Damage reduction. I understand the need and encourage the project, but would like to strongly and earnestly urge the consideration of a plan that would not include closing Folsom Point. I am an avid wake boarder and use the boat launch at Folsom Point from late March through November. I live just five minutes from Folsom Point and would be greatly inconvenienced to have to drive to another location to drop my boat in. I know many other friends and family members that this would affect as well. If there is any other plan though could be implemented to prevent the closure of Folsom Point for 5 years, it would be greatly appreciated by the entire community. Thank you for your consideration</p>	<p>Dear Friends, The project for Folsom Dam Safety and Flood Damage reduction is very important! [#97-1 Recreation.] We would however like to request a more supportive approach where recreation is concerned and other solutions are offered. This project is proposed into 2012 (or longer) Closure of Folsom Point will negatively affect families, boaters and Aquatic Center clients who access the Lake though Folsom. [#97-2 Recreation remaining access points. During the busy season Folsom Lake Launching Ramps will actually close due to lack of space (parking). Browns Marina and Granite Bay are the other options, which will be heavily impacted, with early closures due to limited space. This community is special because of the opportunities to recreate! Access to the water is critical! Please consider the other options for debris storage and rock crushing. KEEP FOLSOM POINT OPEN!! Any consideration for future recreation in this community is highly valued. Please look at the finished product. [#97-3 Recreation mitigation.] IS THERE BIKE TRAILS?? Have the existing trails been replaced? HAVE THE HORSE TRAILS BEEN REPLACED AND REPARED? HAVE TREES BEEN PLANTED FOR PICNICS (WITH PICNIC TABLES)?</p>
<p>97</p>	<p>Lyndsay Smith</p>	<p>Mr. Mayor, [#98-1 Recreation lake access closure/alternatives.] We am very distressed at the idea of closing the Folsom Point (Dyke 8) recreation are for seven years as it is used for a site to stage the dam reconstruction. We feel this is removing a vital part of the recreation for the city for an extended length of time. [#98-2 Transportation.] Not to mention the construction vehicles that will be traveling in and out the site for seven years. This will impact the traffic on Natoma (which will just be opening up for traffic across the dam once the new bridge is built), and will negatively effect our neighborhood due to the traffic and noise. We can not believe that there is not a more appropriate place on the opposite side of the dam that cannot be used for this purpose. Our city and neighborhoods have taken such a hit in the past 5 years, can you not give us a break and use an area that will not negatively effect us for the next seven years? Please rethink your possibilities. Dear Shawn,</p>
<p>98</p>	<p>Anonymous Terry and Jim Lehman Brian</p>	<p>Mr. Mayor, [#98-1 Recreation lake access closure/alternatives.] We am very distressed at the idea of closing the Folsom Point (Dyke 8) recreation are for seven years as it is used for a site to stage the dam reconstruction. We feel this is removing a vital part of the recreation for the city for an extended length of time. [#98-2 Transportation.] Not to mention the construction vehicles that will be traveling in and out the site for seven years. This will impact the traffic on Natoma (which will just be opening up for traffic across the dam once the new bridge is built), and will negatively effect our neighborhood due to the traffic and noise. We can not believe that there is not a more appropriate place on the opposite side of the dam that cannot be used for this purpose. Our city and neighborhoods have taken such a hit in the past 5 years, can you not give us a break and use an area that will not negatively effect us for the next seven years? Please rethink your possibilities. Dear Shawn,</p>
<p>99</p>	<p>Terry and Jim Lehman Brian</p>	<p>Mr. Mayor, [#98-1 Recreation lake access closure/alternatives.] We am very distressed at the idea of closing the Folsom Point (Dyke 8) recreation are for seven years as it is used for a site to stage the dam reconstruction. We feel this is removing a vital part of the recreation for the city for an extended length of time. [#98-2 Transportation.] Not to mention the construction vehicles that will be traveling in and out the site for seven years. This will impact the traffic on Natoma (which will just be opening up for traffic across the dam once the new bridge is built), and will negatively effect our neighborhood due to the traffic and noise. We can not believe that there is not a more appropriate place on the opposite side of the dam that cannot be used for this purpose. Our city and neighborhoods have taken such a hit in the past 5 years, can you not give us a break and use an area that will not negatively effect us for the next seven years? Please rethink your possibilities. Dear Shawn,</p>

raise, an increase to maximum reservoir water surface elevation beyond current dam crest elevation is not anticipated in order to provide for flood damage reduction benefits. The future maximum reservoir surface elevation with the Corps' Selected Plan would not exceed the existing federal property take line for a 200-year flood design event. The anticipated lower maximum water surface elevation for all flood events, inclusive of a PMF event, eliminates the risk that surrounding properties or habitat would be flooded beyond that which occurs under existing conditions. Consequently, no property takes, flowage easements, or additional small scale impoundment features such as dikes or berms beyond the existing take line are planned as part of the Corps' Selected Plan. The possible 3.5-ft raise of the Corps' Selected Plan will undergo further design during pre-construction, engineering, and design phase and, if needed, addressed through a supplemental NEPA/CEQA document. There would be no removal of vegetation along the shoreline in relation to reservoir levels. All vegetation removed would relate to construction of the auxiliary spillway and staging for construction near MIAD, the wing dams, and the dikes. Where possible, disturbed areas will be restored following completion of construction.

Sequence number: 9

Author:

Subject: #97-3

Date: 3/14/2007 5:37:48 PM

T Currently, maintenance and replacement of trails and vegetation is the responsibility of CDPR. The Partner Agencies will repair any facility or reroute any trail affected by construction work on any of the Folsom Facilities. Vegetation replacement will be in accordance with approved plans. Please see Section 2.5 in Chapter 2 of the Final EIS/EIR for additional information on the Recreation mitigation measures.

Sequence number: 10

Author:

Subject: #97-1

Date: 3/15/2007 5:19:10 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

<p>100</p>	<p>Austerman</p>	<p>I'm a very avid boater and live minutes away from Folsom Lake. My friends and I use the lake most of the year and throughout the winter. I see all the boating issues concerning Folsom Lake and I have some concerns with the new construction proposals. [REDACTED] #99-1 Recreation Mitigation.] Unfortunately, I could not attend the latest meeting but I believe that the construction plan for the necessary flood protection improvements needs to include an interim access point to the lake before moving forward with the dam and dyke raising project. The number of lake visitors has been increasing along with the growing population every year and a new or interim access point needs to be able to accommodate the forecasted growth. I understand that everyone needs to share the burden of the proposed construction efforts, but maintaining access to the lake is crucial to the public and should be a high priority on this project. I hope that careful consideration of my concerns and those of the public, in general, will be addressed before a plan is approved. Thank you for taking the time to hear my out and good luck with your project.</p>
<p>101</p>	<p>Mark Duer</p>	<p>Dear Sir, I have recently read about the plans for shoring up and reinforcing the Folsom Lake Dam. It has come to my attention that this process may include the closing down of Folsom Point, Beal's Point and parts of Granite Bay. [REDACTED] #100-1 Recreation lake access closure]. My family and I engage in recreational activities such as wakeboarding and waterskiing on Folsom Lake every summer and have been doing so for many years and I would hate to see part of the Lake closed off. As you may be aware, the lake is already crowded and lines for boat launching are long. Closing down any part of the lake for the several years it would take to complete this project would only add to the crowding on the water and hassle at the marinas and ramps. I realize that work on the dam and recreational areas around the lake may be necessary for the long-term safety and protection of the lake, however I would ask you to consider minimizing the amount of the lake that needs to be closed. It would be a shame to see such a fine part of Northern California lose its recreational value due to over-crowding and waterway restriction. Thank you for you time.</p>
<p>102</p>	<p>Tim Steele</p>	<p>[REDACTED] #101-1 PD Folsom Point use as staging area.] Please let me know what the rationale is for attempting to close Dyke 8? I have heard that it may be closed for up to 7 years for a new construction project. That seems a bit excessive to me. If this is true, please let me know any specifics you may have so I can address them to the proper staff. The Closing of Dyke 8 would significantly impact the daily/weekly and annual recreation of many Folsom Citizens.</p>
<p>103</p>	<p>Beth and Jim Carlsen</p>	<p>Dear Mr. Oliver: [REDACTED] #102-1 Recreation lake access closure.] I am a resident of Folsom and specifically of the neighborhood next to the entrance to Folsom Point called Briggs Ranch. We use the Folsom Point access no less than once a week during the spring and summer for our boat. My husband runs there every single day with his dog. [REDACTED] #102-2 Socioeconomics businesses]. My husband and I are also business owners in the City of Folsom and have been residents for over 15 years. We feel very strongly that the City will be HARMED GREATLY by the closing of Folsom Point.] The City has already been harmed greatly by the closing of the Dam Road. I understand that there needs to be a place to stage equipment, etc, but there must be another location that would do less harm. Folsom Lake is the jewel of the City. You've already made it difficult to get to Beal's Point by the closing of the Dam Road and anyone who know's about the lake access, know's the limited space available at Brown's Ravine. WHAT DO YOU EXPECT THE RESIDENTS TO DO FOR THE NEXT 7 YEARS? There has got to be another solution.</p>
<p>104</p>	<p>Cindy Becker</p>	<p>Dear Sir, [REDACTED] #103-1 PD alternative staging areas.] I am writing to ask for you to not close Folsom Point due its potential use as a staging point. It provides much needed access and we would like to see an alternative with less public impact considered. Thank you.</p>
<p>104</p>	<p>Jim Thompson</p>	<p>Mr Oliver, [REDACTED] #104-1 Recreation lake access closure.] Just heard of the possible closing of Folsom Point. I realize the work on the dam requires certain inconveniences. My family and I have been in Folsom 18 years and use that access 1 to 4 times per week. Running, mountain biking or just hiking. This would detract from our community in a major way. It would CHANGE our community. Lets not be just</p>

Page: 22

Sequence number: 1

Author:

Subject: #100-1

Date: 3/15/2007 5:19:43 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #102-2

Date: 3/14/2007 5:42:06 PM

T Socioeconomics Business - See Response to Comment #12-1. Also see Section 4.3.1 in Chapter 4 of the Final EIS/EIR for changes to the use of Folsom Point for construction activities.

Sequence number: 3

Author:

Subject: #101-1

Date: 3/15/2007 5:19:52 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #102-1

Date: 3/15/2007 5:19:58 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #104-1

Date: 3/15/2007 5:20:13 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #103-1

Date: 3/15/2007 5:20:07 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7

Author:

Subject: #99-1

Date: 3/15/2007 5:19:36 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

105	<p>another town. There must be another way.</p> <p>Mr. Oliver, [#105-1 Socioeconomics businesses.] I am a resident of Folsom, Ca and am writing to you today to request that the Bureau of Reclamation come up with alternatives to closing Folsom Point for up to 7 years during the Folsom Dam maintenance project. Folsom Point is the only Folsom Lake access point for Folsom residence and closing this facility would be detrimental to Folsom Businesses and would negatively impact our quality of life in Folsom.] Closing for up to 7 years would be a nightmare. [#105-2 PD alternative staging areas.] This is simply not acceptable and there are alternatives that would be a win win for everyone. There are other options. Build a new access point between Folsom Point and the Dam or at some other part of the lake that does not disrupt existing access points. This is a minor cost relative to the budget for the total project and would allow the Folsom Dam project to proceed without the significantly negative impact closing Folsom Point would have on thousands of people. Thank you for your consideration.</p>	<p>Michael S. Hardoin</p>
106	<p>Dear Sir, [#106-1 Socioeconomics businesses] I am a resident of Folsom and very concerned with the proposal to close access to Folsom Lake in Folsom for seven years, during the construction of the new bridge. I ask that you consider the economic stress this would place on our city. [#106-2 Property values.] Folsom's tourism and housing markets are tied into the lake. We are a lakefront community. Seven years is an unreasonable time to close this part of our community. There are other alternatives. Please seek another solution.</p>	<p>Angela Ankhelyi</p>
107	<p>[#107 Recreation lake access closure.] Please keep our access to Folsom Lake open. We utilize Folsom Point more than any other entrance to the lake.</p>	<p>Chris and Susan Zaifree</p>
108	<p>[#108-1 PD alternative staging area.] Please reconsider taking away such a beautiful park setting and recreation area from our city! There must be another "staging" area closer to the dam, behind the blocked off Damn Road area. As a fifteen year Folsom resident residing in Briggs Ranch, we utilize Folsom Point every day as a place to take walks, relax, and view the magnificent lake.]</p> <p>[#108-2 Socioeconomics businesses.] As a professional in the relocation industry who provides "candidate tours" to area firms, this location was always a highlight of my tour in my quest to help "sell" the best and brightest candidates select a relocation to Folsom. Not many other cities in this state boast a beautiful lake and many professionals from around the country and around the world elected to take a relocation and accept their job offer because of this lake and all that it has to offer. Please, please reconsider this choice. Do not allow this decision to impact our city for seven years - it would be such a shame.</p>	<p>Lynda Lescault</p>
109	<p>[#109-1 PD alternative staging area.] I have lived in Folsom for 20 years and one the highlights is being able to go to Folsom Point. Don't ruin this. You need to find another location to do your work.</p>	<p>Doug Zezoff</p>
110	<p>Dear Mr. Oliver: [#110-1 Recreation lake access closure.] On behalf of our family, we wish to go on record as Folsom residents that strongly oppose any plan by the Bureau of Reclamation to close Folsom Point to public recreational use. We realize that the Bureau views recreational use of its properties as a privilege and not a right. However, many Folsom residents depend on access to Folsom Point. [#110-2 Recreation Transportation.] Our moving to Granite Bay, Beal's Point and Brown's Ravine would cause two problems: one, the heavier usage of the other Folsom Lake sites will cause numerous environmental impact problems; and two, the roads through Old Town Folsom and onto Granite Bay and Beal's Point will be impacted from the increased traffic. [#110-3 Alternative recreation sites]. A third problem would be the spillover effect on other area sites, such as Lake Natoma, from the crowds turned away from Granite Bay, Beal's Point and Brown's Ravine when they reach capacity. We would suggest that all of these potential problems can be avoided by devising a practical plan in which Folsom Point remains open for public recreational use.</p>	<p>Jim Cassio & Deborah Moreno</p>
111	<p>Dear Sir, [#111-1 Recreation lake access closure.] It was brought to my attention that you are considering closing Folsom Point to utilize the</p>	<p>Jamie Ellsworth</p>

Sequence number: 1
Author:
Subject: #105-2
Date: 3/15/2007 5:20:24 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2
Author:
Subject: #110-2
Date: 3/14/2007 6:00:55 PM

T Recreation Transportation - The comment assumes that all rerouted traffic would start at Folsom Point, which is not the case. Traffic would take several routes depending on the origin of the visitor. Roads at Granite Bay and Beal's Point are configured to accept their capacity traffic. Also, because Folsom Point would be left open under the revised project description, less recreation traffic to get to other sites would occur. See Section 4.3.9 in Chapter 4 of the Final EIS/EIR for more information.

Sequence number: 3
Author:
Subject: #110-3
Date: 3/16/2007 12:13:17 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4
Author:
Subject: #111-1
Date: 3/15/2007 5:21:13 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5
Author:
Subject: #110-1
Date: 3/15/2007 5:21:00 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6
Author:
Subject: #107-1
Date: 3/15/2007 5:20:38 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7
Author:
Subject: #105-1
Date: 2/20/2007 12:45:29 PM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 8
Author:
Subject: #108-2
Date: 2/20/2007 12:46:13 PM -08'00'

T Socioeconomics Businesses - See Response to Comment #12-1

Sequence number: 9
Author:
Subject: #106-1
Date: 3/16/2007 12:12:42 PM

105	Mr. Oliver, [#105-1 Socioeconomics businesses.] I am a resident of Folsom, Ca and am writing to you today to request that the Bureau of Reclamation come up with alternatives to closing Folsom Point for up to 7 years during the Folsom Dam maintenance project. Folsom Point is the only Folsom Lake access point for Folsom residence and closing this facility would be detrimental to Folsom Businesses and would negatively impact our quality of life in Folsom.] Closing for up to 7 years would be a nightmare. [#105-2 PD alternative staging areas.] This is simply not acceptable and there are alternatives that would be a win win for everyone. There are other options. Build a new access point between Folsom Point and the Dam or at some other part of the lake that does not disrupt existing access points. This is a minor cost relative to the budget for the total project and would allow the Folsom Dam project to proceed without the significantly negative impact closing Folsom Point would have on thousands of people. Thank you for your consideration.	another town. There must be another way.
106	Dear Sir, [#106-1 Socioeconomics businesses] I am a resident of Folsom and very concerned with the proposal to close access to Folsom Lake in Folsom for seven years, during the construction of the new bridge. I ask that you consider the economic stress this would place on our city. [#106-2 Property values.] Folsom's tourism and housing markets are tied into the lake. We are a lakefront community. Seven years is an unreasonable time to close this part of our community. There are other alternatives. Please seek another solution.	Dear Sir, [#106-1 Socioeconomics businesses] I am a resident of Folsom and very concerned with the proposal to close access to Folsom Lake in Folsom for seven years, during the construction of the new bridge. I ask that you consider the economic stress this would place on our city. [#106-2 Property values.] Folsom's tourism and housing markets are tied into the lake. We are a lakefront community. Seven years is an unreasonable time to close this part of our community. There are other alternatives. Please seek another solution.
107	Chris and Susan Zaifree	[#107 Recreation lake access closure.] Please keep our access to Folsom Lake open. We utilize Folsom Point more than any other entrance to the lake.
108	Lynda Lescault	[#108-1 PD alternative staging area.] Please reconsider taking away such a beautiful park setting and recreation area from our city! There must be another "staging" area closer to the dam, behind the blocked off Damn Road area. As a fifteen year Folsom resident residing in Briggs Ranch, we utilize Folsom Point every day as a place to take walks, relax, and view the magnificent lake.] [#108-2 Socioeconomics businesses.] As a professional in the relocation industry who provides "candidate tours" to area firms, this location was always a highlight of my tour in my quest to help "sell" the best and brightest candidates select a relocation to Folsom. Not many other cities in this state boast a beautiful lake and many professionals from around the country and around the world elected to take a relocation and accept their job offer because of this lake and all that it has to offer. Please, please reconsider this choice. Do not allow this decision to impact our city for seven years - it would be such a shame.
109	Doug Zezoff	[#109-1 PD alternative staging area.] I have lived in Folsom for 20 years and one the highlights is being able to go to Folsom Point. Don't ruin this. You need to find another location to do your work.
110	Jim Cassio & Deborah Moreno	Dear Mr. Oliver: [#110-1 Recreation lake access closure.] On behalf of our family, we wish to go on record as Folsom residents that strongly oppose any plan by the Bureau of Reclamation to close Folsom Point to public recreational use. We realize that the Bureau views recreational use of its properties as a privilege and not a right. However, many Folsom residents depend on access to Folsom Point. [#110-2 Recreation Transportation.] Our moving to Granite Bay, Beal's Point and Brown's Ravine would cause two problems: one, the heavier usage of the other Folsom Lake sites will cause numerous environmental impact problems; and two, the roads through Old Town Folsom and onto Granite Bay and Beal's Point will be impacted from the increased traffic. [#110-3 Alternative recreation sites]. A third problem would be the spillover effect on other area sites, such as Lake Natoma, from the crowds turned away from Granite Bay, Beal's Point and Brown's Ravine when they reach capacity. We would suggest that all of these potential problems can be avoided by devising a practical plan in which Folsom Point remains open for public recreational use.
111	Jamie Ellsworth	Dear Sir, [#111-1 Recreation lake access closure.] It was brought to my attention that you are considering closing Folsom Point to utilize the

T Socioeconomics Business - See Response to Comment #12-1. Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 10

Author:

Subject: 108-1

Date: 3/15/2007 5:20:47 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 11

Author:

Subject: #109-1

Date: 3/15/2007 5:20:53 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 12

Author:

Subject: #106-2

Date: 3/14/2007 5:44:33 PM

T Residential Property Values - Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.5 in Chapter 4 of the Final EIS/EIR for more information. As described in Chapter 2 and 4 of the Final EIS/EIR, Folsom Point will remain open for recreation during the peak season; therefore, there would be no impacts to property values from the closure of Folsom Point.

		<p>space for storage. I have serious concerns about this decision. I have been the manager at a local health club since 1995 and many of my members utilize that access to the lake. They train for triathlons, walk their dogs, enjoy time with their children, and gather with friends among other activities. It would sadden me to think that you would be limiting local residents to the lake access. Please reconsider the decision to use Folsom Point as a staging area. There has got to be an alternative place to store the materials need for the repairs. I would appreciate a response to my concern. If I can assist in any way please do not hesitate to ask. I also know of several other individuals who are passionate about saving our gathering place and they would be interested in helping find an alternative as well. Thank you for taking the time to read my email.</p>
112	Darcie Eichner	<p>#112-1 Recreation lake access closure.] This is a concern regarding convenient access to Folsom Lake. Please do not close the lake entrance at Folsom Point.</p>
113		<p>#113-1 Purpose and Need/Bridge Project] My husband and I are Briggs Ranch residents and understand that you plan to close Folsom Point to use as a staging area for the building of the new bridge. I want to express my concern for several reasons. For the residents of Briggs Ranch (there are over 600 homes in this neighborhood), who have already been hit hard by the closing of the dam road in the first place, and will be dramatically effected by the increase in traffic once the new bridge opens due to building up of the Empire Ranch and El Dorado Hills areas in the years since the dam was closed, this is just another slap in the face. The building of the bridge stands to cause huge noise levels, increased traffic pouring through and behind our neighborhood, and thus, a decrease in our property values. Closing Folsom Point, which is one of the features that draws people to live in Briggs Ranch, will further cause a decline to the value of our neighborhood specifically.</p> <p>#113-2 Recreation lake access closure.] My second area of concern is for the residents of Folsom in general. Folsom Point serves as an entrance for many in the area of recreation. People bike, walk and boat from this point, and while yes, there are other areas to begin your day of fun, this is a convenient place for so many and again a reason to have chosen to live in the immediate area.] I think I definitely speak for the residents of Briggs Ranch when I say - we have had enough. While building a bridge is necessary due to the increased population - we are already being hurt by it's determined placement when there were other options. It is time to spread some of the pain and find another location to work from.</p>
114	Vicky Cackler	<p>Friends,</p> <p>#114-1 Recreation lake access closure.] I strongly object to the closure of Folsom Point ! I do realize work needs to be done to improve and enhance the dykes and dam. For this, I commend your efforts. However, Folsom Point is the only access to Folsom Lake within the City of Folsom and thousands of residents and visitors use this access. I myself use it almost every day. Whether I am walking my dog, running, cycling, kayaking, picnicking, boating, playing with my children, catching a moonrise or sunset, this access is invaluable to Folsom residents and visitors. I strongly oppose the closure of Folsom Point State Recreation Area. Please find other alternatives to this proposal, as closing this gem is unacceptable.</p>
115	Casey Keller	<p>#115-1 Recreation lake access closure.] I strongly object to the proposed closure of Folsom Point State Recreation Area! This proposition is unacceptable to the people of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating, picnicking, and its closure would be an outrage. Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.</p>
116	Chris Storz	<p>#116-1 Recreation lake access closure.] I strongly object to the proposed closure of Folsom Point State Recreation Area! This proposition is unacceptable to the people of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating, picnicking, and its closure would be an outrage. Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.</p>
117	Lesley Storz	<p>#117-1 Recreation lake access closure.] I strongly object to the proposed closure of Folsom Point Recreation Area!</p>
	Donna Gentry	<p>This Proposition is unacceptable to the people of Folsom and surrounding communities.</p> <p>Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating, picnicking, and its</p>

Sequence number: 1

Author:

Subject: #113-1

Date: 3/16/2007 12:14:51 PM

T Bridge Project Purpose and Need – Folsom Point would not be closed for staging of construction of the new bridge. Please see Section 4.3.13 for more information on the New Folsom Bridge Project.

For more information on Recreation, please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #117-1

Date: 3/15/2007 5:21:55 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #116-1

Date: 3/15/2007 5:21:49 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #114-1

Date: 3/15/2007 5:21:37 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #115-1

Date: 3/15/2007 5:21:43 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #112-1

Date: 3/15/2007 5:21:23 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7

Author:

Subject: #113-1

Date: 3/15/2007 5:21:30 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

		closure would be an outrage. Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.] Donna Gentry, Creekside Drive, Folsom
118	Joanna Diaz	[C] #118-1 Recreation lake access closure.] I strongly object to the proposed closure of Folsom Point State Recreation Area! This proposition is unacceptable to the people of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating, picnicking, and its closure would be an outrage. Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.
119	Kimberlee Jones	[C] #119-1 Recreation lake access closure.] Hello I want you to know I strongly object to the proposed closure of Folsom Point State Recreation Area! This proposition is unacceptable to me, the citizens of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating and picnicking, its closure would be an outrage. My childrens' school take the second graders on a walking field trip their yearly. Some years this is the only outside educational activity the school could afford. Folsom Point is the only access to Folsom Lake in the City of Folsom. Why would you want to close the only access? Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.
120	Liz and Andrew Byer	[C] To whom it may concern: #120-1 Recreation lake access closure] Please do not close Folsom Point access to Folsom Lake till 2013!! This will be devastating to the city of Folsom and very unfair to the residents who live there. We use this access every summer and cant imagine the chaos this will create! Please reconsider and find another option!
121	Chris Jennings	I understand that the Bureau of Reclamation proposes to close the Folsom Point recreation area for seven years to retrofit the Folsom Dam. #121-1 Public Involvement meeting notification] I seemed to have missed the public hearings and the EIR. When were they and where do I get a copy?] Surely there's a better, less disruptive alternative. I visit the park nearly every other day to run. I bought my house, for among other reasons, because it's near Folsom Point. #121-2 Recreation lake access closure] Put me down as being opposed, not only to the proposal, but also to the process by which this idea was hatched. Bad idea. Really bad idea. #121-3 Veg and Wildlife] PS: Aren't there burrowing owls out there?
122	Mike Brady	[C] #122-1 Recreation lake access closure] Closure of park land needs to be very carefully considered, and if there is even a halfway reasonable alternative don't do it. Recreation areas are important, even if they're mainly (as with Folsom Point) boat launch zones.] Highway projects are essentially prohibited from using public recreational land, unless a very stringent process of looking at alternatives and mitigating remaining effects is followed - you should do the same. In other words, find an alternative location for staging areas, and minimize or eliminate use of Folsom Point and other recreation areas you may be affecting. Convenience and cost are not the only considerations that should be used.
123	Kathy Boyd	[C] #123-1 Recreation lake access closure] First the government closed the dam bridge, bringing huge traffic problems and a wallop financially to our Old Town. Now the government wants to close Folsom Point for 6-7 yrs! For heaven's sake, I don't believe there are absolutely no sites that will work besides closing our recreation accesses; in fact, according to Steve Miklos, you won't even consider other sites that don't involve closing Folsom Point. Perhaps you didn't realize how heavily used these lake accesses are. While I understand the need to upgrade the dam, and appreciate the work you do for all of us, please find a way to do so without closing Folsom Point.]
124	The Colldeweih	I am writing to you in regards to the proposed closure of Folsom point boat launch/picnic area .We are avid boaters and users of Folsom point boat launch/picnic area and would prefer other alternatives be explored. We as a citizens of Folsom understand the importance of flood protection and support the retrofit project. #124-1 Socioeconomics Traffic] I am deeply concerned that the proposed closure would negatively impact the City of Folsom ,both financially and in added traffic congestion that this cities infrastructure can not handle. People who would normally use Folsom point would have to find alternative facilities around the lake thereby stressing already overwhelmed launch/picnic areas. Closing this area

Sequence number: 1
Author:
Subject: #121-2
Date: 3/15/2007 5:22:24 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2
Author:
Subject: #121-1
Date: 3/14/2007 6:07:59 PM

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 3
Author:
Subject: #118-1
Date: 3/15/2007 5:22:05 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4
Author:
Subject: #120-1
Date: 3/15/2007 5:22:17 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5
Author:
Subject: #119-1
Date: 3/15/2007 5:22:11 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6
Author:
Subject: #122-1
Date: 3/15/2007 5:22:31 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7
Author:
Subject: #123-1
Date: 3/15/2007 5:22:37 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 8
Author:
Subject: #124-1
Date: 3/16/2007 12:15:51 PM

T Socioeconomics Businesses - See Response to Comment #12-1. The Partner Agencies have determined that Folsom Point will remain open during the peak recreation season. Opportunities to access the lake will also be maintained during the remainder of the year because alternative lake access points would not be closed at the same time as any temporary closure to Folsom Point. Recreation traffic from displaced visitors at Folsom Point would not longer occur under the revised project description. For further information, see Sections 4.3.1, 4.3.3 and 4.3.9 in Chapter 4 of the Final EIS/EIR.

		closure would be an outrage. Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.] Donna Gentry, Creekside Drive, Folsom
118	Joanna Diaz	[#118-1 Recreation lake access closure.] I strongly object to the proposed closure of Folsom Point State Recreation Area! This proposition is unacceptable to the people of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating, picnicking, and its closure would be an outrage. Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.
119	Kimberlee Jones	[#119-1 Recreation lake access closure.] Hello I want you to know I strongly object to the proposed closure of Folsom Point State Recreation Area! This proposition is unacceptable to me, the citizens of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating and picnicking, its closure would be an outrage. My childrens' school take the second graders on a walking field trip their yearly. Some years this is the only outside educational activity the school could afford. Folsom Point is the only access to Folsom Lake in the City of Folsom. Why would you want to close the only access? Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.
120	Liz and Andrew Byer	To whom it may concern: [#120-1 Recreation lake access closure] Please do not close Folsom Point access to Folsom Lake till 2013!! This will be devastating to the city of Folsom and very unfair to the residents who live there. We use this access every summer and cant imagine the chaos this will create! Please reconsider and find another option!
121	Chris Jennings	I understand that the Bureau of Reclamation proposes to close the Folsom Point recreation area for seven years to retrofit the Folsom Dam. [#121-1 Public Involvement meeting notification] I seemed to have missed the public hearings and the EIR. When were they and where do I get a copy?] Surely there's a better, less disruptive, alternative. I visit the park nearly every other day to run. I bought my house, for among other reasons, because it's near Folsom Point. [#121-2 Recreation lake access closure] Put me down as being opposed, not only to the proposal, but also to the process by which this idea was hatched. Bad idea. Really bad idea. [#121-3 Veg and Wildlife] PS: Aren't there burrowing owls out there?
122	Mike Brady	[#122-1 Recreation lake access closure] Closure of park land needs to be very carefully considered, and if there is even a halfway reasonable alternative don't do it. Recreation areas are important, even if they're mainly (as with Folsom Point) boat launch zones.] Highway projects are essentially prohibited from using public recreational land, unless a very stringent process of looking at alternatives and mitigating remaining effects is followed - you should do the same. In other words, find an alternative location for staging areas, and minimize or eliminate use of Folsom Point and other recreation areas you may be affecting. Convenience and cost are not the only considerations that should be used.
123	Kathy Boyd	[#123-1 Recreation lake access closure] First the government closed the dam bridge, bringing huge traffic problems and a wallop financially to our Old Town. Now the government wants to close Folsom Point for 6-7 yrs! For heaven's sake, I don't believe there are absolutely no sites that will work besides closing our recreation accesses; in fact, according to Steve Miklos, you won't even consider other sites that don't involve closing Folsom Point. Perhaps you didn't realize how heavily used these lake accesses are. While I understand the need to upgrade the dam, and appreciate the work you do for all of us, please find a way to do so without closing Folsom Point.]
124	The Colldeweiths	I am writing to you in regards to the proposed closure of Folsom point boat launch/picnic area .We are avid boaters and users of Folsom point boat launch/picnic area and would prefer other alternatives be explored. We as a citizens of Folsom understand the importance of flood protection and support the retrofit project. [#124-1 Socioeconomics Traffic] I am deeply concerned that the proposed closure would negatively impact the City of Folsom ,both financially and in added traffic congestion that this cities infrastructure can not handle. People who would normally use Folsom point would have to find alternative facilities around the lake thereby stressing already overwhelmed launch/picnic areas. Closing this area

Sequence number: 9

Author:

Subject: #121-3

Date: 3/15/2007 10:42:53 AM

TVegetation and Wildlife - See Response to Comment #72-2. Surveys that have been completed to date have not identified any burrowing owls in the project area.

See Section 4.3.12 in Chapter 4 of the Final EIS/EIR for more information.

	<p>would cost this area hundreds if not thousands of tourist dollars. This city can not afford to take another financial hit such as the one dealt by the post 9/11 closure of the dam road. 6-7 years is way to long a time to keep this area closed. I urge you to consider the other possible alternatives that have been placed on the table. Thank you for your consideration in this matter,</p>	
<p>125</p>	<p>Dear Mr. Oliver I am writing to express my strong opposition to any plan to use the area known as MIAD (N. of Green Valley Rd, E. of Natoma) for any staging, construction, rock crushing and any like activity regarding the Folsom Lake Dam construction project. [125-1 Noise] I am a resident of Folsom CA and live in the foothills community of Empire Ranch which is across from Green Valley Rd. and Mormon Island. The noise levels are already extremely high from normal road activity 24 hours a day. As noted in the current Executive Summary, noise levels will increase to unacceptable levels. This valley is shaped like a bowl, so noise would travel without being muted. [125-2 Geology and Soils asbestos] Also, the prevailing wind comes out of the north blowing across the current structure. In addition to 'carrying' the noise further distances. A potentially greater issue or threat to this family community is the exposure to asbestos and other construction dust and debris and the health problems these will create now and in the future. In closing, the option would be unacceptable and would likely lead to considerable resident disruption and legal activity.</p>	<p>Mr. Neely Downing</p>
<p>126</p>	<p>Dear Mr. Oliver, [126-1 Recreation lake access closure] Please do NOT close Folsom Point. I'm sure you could find another alternative for your construction staging area. [126-2 PD Socioeconomics businesses] The merchants of Folsom have already been hurt by the closure of the Dam Road. Now, more merchants near Folsom Point will also be hurt. Folsom Point is also used by a lot of families who enjoy spending the day swimming and picnicking at the lake. It is very convenient. If you close it, then we would have to go to Beals' Point and boaters would have to go either to the Marina in El Dorado Hills or Granite Bay. [126-3 Traffic] This is a big inconvenience especially during the warm months as you would be closing a boat launch which would cause more traffic on the boat ramps at Granite Bay and the Marian. So not only merchants will be hurt, but the boaters and families who enjoy going to this side of Folsom Lake will also be affected. Folsom has suffered enough due to the Dam Road closure.</p>	<p>David and Patty Soulsby</p>
<p>127</p>	<p>[127-1 Traffic, Socioeconomics property values.] Safety Please don't make it worse for our economy, home values and children's traffic safety by closing Folsom Point.</p>	<p>Mike Stinson</p>
<p>128</p>	<p>Dear Mr. Oliver: Have you ever been to Folsom Lake on a hot summer weekend--and I'm not talking holidays. The picnic tables are full; the lines at the boat ramps are long. It doesn't make any difference which part of the lake you go to or what time, it's busy. [128-1 Socioeconomics state parks] Close Folsom Point and the State is going to be losing money. It's just going to be too difficult to get to the Lake. Folsom Point is used by numerous families who enjoy spending the day swimming and picnicking at the lake. It is very convenient for us who live on this side of the lake. If you close it, then we have to drive through town to use Beals' Point. Boaters would have to go either to the Marina in El Dorado Hills or once again, through town to Granite Bay. [128-2 Traffic] This is a big inconvenience especially during the warm months as you would be closing a boat launch which would cause more traffic on the boat ramps at Granite Bay and the Marina. Please do NOT close Folsom Point. An alternative for your construction staging area could be the area on the Dam Road which the government has already closed and made traffic in Folsom a nightmare. [128-3 Socioeconomics businesses] The merchants of Folsom have already been hurt by this closure.</p>	<p>Marianne P. Blake</p>
<p>129</p>	<p>[129-1 Recreation and Socioeconomics businesses.] I'm very disappointed that there has been any serious consideration given to the closure of the subject recreational area for dam and/or dike repair. This would have a devastating impact on recreation throughout northern CA, and Folsom commerce and home values. Furthermore, this would be adding insult to injury after Folsom residents and</p>	<p>Steve Paladino</p>

Sequence number: 1

Author:

Subject: #128-3

Date: 2/21/2007 1:07:18 PM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 2

Author:

Subject: #128-2

Date: 3/16/2007 12:16:51 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #126-2

Date: 2/21/2007 2:27:08 PM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 4

Author:

Subject: #129-1

Date: 3/14/2007 6:22:03 PM

T See response to comment #12-1. As described in Chapter 2 and 4 of the Final EIS/EIR, Folsom Point will remain open for recreation during the peak season; therefore, there would be no impacts to property values from the closure of Folsom Point. Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.3 and 4.3.5 in Chapter 4 of the Final EIS/EIR for more information.

Sequence number: 5

Author:

Subject: #127-1

Date: 3/14/2007 6:20:01 PM

T See response to comment #12-1. As described in Chapter 2 and 4 of the Final EIS/EIR, Folsom Point will remain open for recreation during the peak season; therefore, there would be no impacts to property values from the closure of Folsom Point. Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.3 and 4.3.5 in Chapter 4 of the Final EIS/EIR for more information.

Sequence number: 6

Author:

Subject: #126-1

Date: 3/15/2007 5:22:49 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7

Author:

Subject: #128-1

Date: 3/15/2007 4:39:23 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 8

Author:

Subject: #125-2

Date: 3/14/2007 6:16:04 PM

	<p>would cost this area hundreds if not thousands of tourist dollars. This city can not afford to take another financial hit such as the one dealt by the post 9/11 closure of the dam road. 6-7 years is way to long a time to keep this area closed. I urge you to consider the other possible alternatives that have been placed on the table. Thank you for your consideration in this matter,</p>	
<p>125</p>	<p>Dear Mr. Oliver I am writing to express my strong opposition to any plan to use the area known as MIAD (N. of Green Valley Rd, E. of Natoma) for any staging, construction, rock crushing and any like activity regarding the Folsom Lake Dam construction project. [O] #125-1 Noise I am a resident of Folsom CA and live in the foothills community of Empire Ranch which is across from Green Valley Rd. and Mormon Island. The noise levels are already extremely high from normal road activity 24 hours a day. As noted in the current Executive Summary, noise levels will increase to unacceptable levels. This valley is shaped like a bowl, so noise would travel without being muted. #125-2 Geology and Soils asbestos Also, the prevailing wind comes out of the north blowing across the current structure. In addition to 'carrying' the noise further distances. A potentially greater issue or threat to this family community is the exposure to asbestos and other construction dust and debris and the health problems these will create now and in the future. In closing, the option would be unacceptable and would likely lead to considerable resident disruption and legal activity.</p>	<p>Mr. Neely Downing</p>
<p>126</p>	<p>Dear Mr. Oliver, #126-1 Recreation lake access closure Please do NOT close Folsom Point. I'm sure you could find another alternative for your construction staging area. #126-2 PD Socioeconomics businesses] The merchants of Folsom have already been hurt by the closure of the Dam Road. Now, more merchants near Folsom Point will also be hurt. Folsom Point is also used by a lot of families who enjoy spending the day swimming and picnicking at the lake. It is very convenient. If you close it, then we would have to go to Beals' Point and boaters would have to go either to the Marina in El Dorado Hills or Granite Bay. #126-3 Traffic] This is a big inconvenience especially during the warm months as you would be closing a boat launch which would cause more traffic on the boat ramps at Granite Bay and the Mariani. So not only merchants will be hurt, but the boaters and families who enjoy going to this side of Folsom Lake will also be affected. Folsom has suffered enough due to the Dam Road closure.</p>	<p>David and Patty Soulsby</p>
<p>127</p>	<p>#127-1 Traffic, Socioeconomics property values.] Safety Please don't make it worse for our economy, home values and children's traffic safety by closing Folsom Point.</p>	<p>Mike Stinson</p>
<p>128</p>	<p>Dear Mr. Oliver: Have you ever been to Folsom Lake on a hot summer weekend--and I'm not talking holidays. The picnic tables are full; the lines at the boat ramps are long. It doesn't make any difference which part of the lake you go to or what time, it's busy. #128-1 Socioeconomics state parks] Close Folsom Point and the State is going to be losing money. It's just going to be too difficult to get to the Lake. Folsom Point is used by numerous families who enjoy spending the day swimming and picnicking at the lake. It is very convenient for us who live on this side of the lake. If you close it, then we have to drive through town to use Beals' Point. Boaters would have to go either to the Marina in El Dorado Hills or once again, through town to Granite Bay. #128-2 Traffic] This is a big inconvenience especially during the warm months as you would be closing a boat launch which would cause more traffic on the boat ramps at Granite Bay and the Marina. Please do NOT close Folsom Point. An alternative for your construction staging area could be the area on the Dam Road which the government has already closed and made traffic in Folsom a nightmare. #128-3 Socioeconomics businesses] The merchants of Folsom have already been hurt by this closure.</p>	<p>Marianne P. Blake</p>
<p>129</p>	<p>#129-1 Recreation and Socioeconomics businesses.] I'm very disappointed that there has been any serious consideration given to the closure of the subject recreational area for dam and/or dike repair. This would have a devastating impact on recreation throughout northern CA, and Folsom commerce and home values. Furthermore, this would be adding insult to injury after Folsom residents and</p>	<p>Steve Paladino</p>

T Geology/Asbestos – The prevailing winds for the region are from the south and southwest, although it is recognized that there are times when winds can blow from the north. The soils and rocks for the Auxiliary Spillway site area have been tested for asbestos and no asbestos is present. Testing of soil near MIAD has shown the possibility of minor amounts of asbestos mineral, but at levels well below regulatory standards. Nevertheless, dust control measures identified in Section 3.6.4 of the Draft EIS/EIR would be implemented to prevent dust issues as part of construction work.

Sequence number: 9
Author:
Subject: #126-3
Date: 3/16/2007 12:16:23 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 10
Author:
Subject: #125-1
Date: 3/15/2007 12:06:41 PM

T Noise – Existing daytime noise levels are higher than the City of Folsom noise standards primarily due to traffic along major secondary roads around Empire Ranch. However, projected daytime construction noise impacts will be reduced to less than significant levels by implementing mitigation measures presented in the Draft EIS/EIR Section 3.10.3. The construction noise analysis did take into account topographic features and atmospheric conditions when estimating noise impacts at noise-sensitive receptors. It was noted in Section 3.10 of the Draft EIS/EIR that under certain atmospheric and wind conditions, the noise levels could be higher than those projected for each noise-sensitive receptor at night. No excavation or hauling will occur during nighttime hours; however, drilling and concrete for spillway work on the main concrete dam could occur 24 hours a day. There are not sensitive noise receptors in the area. Therefore, the projected construction nighttime noise impacts would be further reduced.

<p>130</p>	<p>To Whom It May Concern: <input type="checkbox"/> #130-1 Recreation lake access closure/alternatives.] We strongly object to the proposed closure of Folsom Point State Recreation Area! This proposition is unacceptable to the citizens of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating and picnicking, its closure would be an outrage. Folsom Point is the only access to Folsom Lake in the City of Folsom. Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.]</p> <p>On a more personal note, we, like many families chose to relocate to Folsom primarily because of the proximity and accessibility to Folsom Lake. 8 years ago when my husband was transferred to the bay area, we knew we didn't want to raise our family there. We had the choice to live anywhere within 2 hours of the Oakland airport, and we CHOSE FOLSOM BECAUSE OF THE LAKE! Only after that did we realize that Folsom had other great aspects such as our schools, etc. However, had it not been for the lake there are other great communities with these other factors. <input type="checkbox"/> #130-2 Socioeconomics property value.] Also, our home is located in the development directly across the street, once considered one of the most desirable in Folsom. The closure and activity planned for this area is going to effect our property values tremendously. We haven't even brought up the impact will it will have on the next closest access to the lake at Browns Ravine....you'll be hearing from El Dorado Hills next. This decision will affect the lives of many families like mine, who not only enjoy this lake throughout the year, but want to continue using summers on the lake to strengthen our families and creating memories for our children. PLEASE CONSIDER ALTERNATIVE SOLUTIONS!</p>	<p>Gary & Lia Odell</p>
<p>131</p>	<p>To Whom it may concern, <input type="checkbox"/> #131-1 Noise.] I deeply oppose the Folsom Point Boat Launch being closed to build the bridge. I live right across from Folsom Point and the workers will basically be in my backyard. I do not want to hear the noisy trucks and have people looking into my backyard.] <input type="checkbox"/> #131-2 PD alternative staging areas.] Why can't you use the Folsom Dam Road exit where there are no residents besides the prisoners. I think the prisoners deserve to listen to the noise instead of me. <input type="checkbox"/> #132-1 Recreation lake access closure.] We want to register our serious opposition to the proposed closure of Folsom Point. As residents of Folsom, we use Folsom Point for boating, biking, and picnicking, so closing this lake access point will have a negative effect on our and every other Folsom resident's quality of life. One of the main reasons we moved to Folsom (in particular the Briggs Ranch neighborhood) was for access to this excellent resource, one that we use quite often. <input type="checkbox"/> #132-2 Socioeconomics property value.] Closing Folsom Point would also have a negative effect on our housing values, as the area would loose much of it's appeal to people looking to relocate to Folsom based on the access to the state park through Folsom Point. It has been brought to our attention that Folsom Point State Recreation Area may be closed for seven years during the dam repairs. There are many reasons we are concerned about losing this access to the lake. We moved to Briggs Ranch because it was a quiet and safe neighborhood, and because we wanted to be near "The Lake". East Natoma Street used to be a fairly quiet street. <input type="checkbox"/> #133-1 Noise and Traffic.] Ever since the dam closed, the noise level has increased immensely because traffic has increased, not to mention pollution. The noise and traffic will be even worse with all of the construction trucks coming and going from the site. <input type="checkbox"/> #133-2 Socioeconomics businesses.] The businesses on the corner of East Natoma and Blue Ravine rely heavily on the boaters and lake visitors to purchase gas and food for their days on the lake. Some of these businesses are already hurting because of the vacancy left with the departure of Ralph's. Closing this entrance will definitely have a negative impact on these businesses. <input type="checkbox"/> #133-3 Recreation lake access closure.] Folsom Point is used by thousands of Folsom residents throughout the year for picnics,</p>	<p>Nina Pucci Kevin, Suzanne, Katie, and Amanda Reinard</p>
<p>133</p>	<p>Allen and Julie Carlson</p>	

Sequence number: 1

Author:

Subject: #132-2

Date: 3/14/2007 6:27:07 PM

T Residential Property Values - Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.5 in Chapter 4 of the Final EIS/EIR for more information. As described in Chapter 2 and 4 of the Final EIS/EIR, Folsom Point will remain open for recreation during the peak season; therefore, there would be no impacts to property values from the closure of Folsom Point.

Sequence number: 2

Author:

Subject: #133-1

Date: 3/14/2007 6:29:30 PM

T Section 3.10.2.2 of the Draft EIS/EIR summarizes the results of the transportation noise impact analysis. Construction truck traffic noise impacts along East Natoma Street were estimated to increase less than 2 dBA in 2009 (when peak truck traffic would occur) and less than 4 dBA over current conditions. These noise level increases during the day are considered to be perceptible by most people, but are below noise ordinance standards. The Partner Agencies will be required to meet those levels and will implement mitigation measures to ensure that noise standards are met. Also see Section 4.3.9 and 4.3.10 in Chapter 4 of the Final EIS/EIR. The Partner Agencies are in consultation with SMAQMD and will meet air quality standards set forth by the Clean Air Act.

Sequence number: 3

Author:

Subject: #130-2

Date: 3/14/2007 6:23:50 PM

T Residential Property Values - Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.5 in Chapter 4 of the Final EIS/EIR for more information. As described in Chapter 2 and 4 of the Final EIS/EIR, Folsom Point will remain open for recreation during the peak season; therefore, there would be no impacts to property values from the closure of Folsom Point.

Sequence number: 4

Author:

Subject: #130-1

Date: 3/15/2007 5:23:29 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #132-1

Date: 3/15/2007 5:23:55 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #133-3

Date: 3/15/2007 5:24:23 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7

Author:

Subject: #131-2

Date: 3/15/2007 5:23:46 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 8

<p>130</p>	<p>businesses have had to endure the highly detrimental consequences of the Dam Road closure following 911. There simply has to be a better alternative because the closure of Folsom Point for any extended period of time (beyond 30 days) is completely unacceptable for any reason whatsoever.</p>	
<p>To Whom It May Concern: [#130-1 Recreation lake access closure/alternatives.] We strongly object to the proposed closure of Folsom Point State Recreation Area! This proposition is unacceptable to the citizens of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating and picnicking, its closure would be an outrage. Folsom Point is the only access to Folsom Lake in the City of Folsom. Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.]</p> <p>On a more personal note, we, like many families chose to relocate to Folsom primarily because of the proximity and accessibility to Folsom Lake. 8 years ago when my husband was transferred to the bay area, we knew we didn't want to raise our family there. We had the choice to live anywhere within 2 hours of the Oakland airport, and we CHOSE FOLSOM BECAUSE OF THE LAKE! Only after that did we realize that Folsom had other great aspects such as our schools, etc. However, had it not been for the lake there are other great communities with these other factors. [#130-2 Socioeconomics property value.] Also, our home is located in the development directly across the street, once considered one of the most desirable in Folsom. The closure and activity planned for this area is going to effect our property values tremendously.</p> <p>We haven't even brought up the impact will it will have on the next closest access to the lake at Browns Ravine....you'll be hearing from El Dorado Hills next. This decision will affect the lives of many families like mine, who not only enjoy this lake throughout the year, but want to continue using summers on the lake to strengthen our families and creating memories for our children. PLEASE CONSIDER ALTERNATIVE SOLUTIONS!</p>	<p>Gary & Lia Odell</p>	
<p>131</p>	<p>To Whom it may concern, [#131-1 Noise.] I deeply oppose the Folsom Point Boat Launch being closed to build the bridge. I live right across from Folsom Point and the workers will basically be in my backyard. I do not want to hear the noisy trucks and have people looking into my backyard.] [#131-2 PD alternative staging areas.] Why can't you use the Folsom Dam Road exit where there are no residents besides the prisoners. I think the prisoners deserve to listen to the noise instead of me.</p>	<p>Nina Pucci</p>
<p>132</p>	<p>[#132-1 Recreation lake access closure.] We want to register our serious opposition to the proposed closure of Folsom Point. As residents of Folsom, we use Folsom Point for boating, biking, and picnicking, so closing this lake access point will have a negative effect on our and every other Folsom resident's quality of life. One of the main reasons we moved to Folsom (in particular the Briggs Ranch neighborhood) was for access to this excellent resource, one that we use quite often. [#132-2 Socioeconomics property value.] Closing Folsom Point would also have a negative effect on our housing values, as the area would loose much of it's appeal to people looking to relocate to Folsom based on the access to the state park through Folsom Point.</p>	<p>Kevin, Suzanne, Katie, and Amanda Reinard</p>
<p>133</p>	<p>It has been brought to our attention that Folsom Point State Recreation Area may be closed for seven years during the dam repairs. There are many reasons we are concerned about losing this access to the lake. We moved to Briggs Ranch because it was a quiet and safe neighborhood, and because we wanted to be near "The Lake". East Natoma Street used to be a fairly quiet street. [#133-1 Noise and Traffic.] Ever since the dam closed, the noise level has increased immensely because traffic has increased, not to mention pollution. The noise and traffic will be even worse with all of the construction trucks coming and going from the site. [#133-2 Socioeconomics businesses.] The businesses on the corner of East Natoma and Blue Ravine rely heavily on the boaters and lake visitors to purchase gas and food for their days on the lake. Some of these businesses are already hurting because of the vacancy left with the departure of Ralph's. Closing this entrance will definitely have a negative impact on these businesses. [#133-3 Recreation lake access closure.] Folsom Point is used by thousands of Folsom residents throughout the year for picnics,</p>	<p>Allen and Julie Carlson</p>

Author:

Subject: #133-2

Date: 2/21/2007 3:05:24 PM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 9

Author:

Subject: #131-1

Date: 3/14/2007 6:24:48 PM

T Noise – Section 3.10.2.2 of the Draft EIS/ERI summarizes the results of the transportation noise impact analysis. Construction truck traffic noise impacts along East Natoma Street were estimated to increase less than 2 dBA in 2009 (when peak truck traffic would occur) and less than 4 dBA over current conditions. These noise level increases during the day are considered to be perceptible by most people, but are below noise ordinance standards. The Project Agencies will be required to meet those levels and will implement mitigation measures to ensure that noise standards are met. Also see Section 4.3.10 in Chapter 4 of the Final EIS/EIR.

	<p>walking, biking, running and boating. The entrance on East Natoma Street is the only access to Folsom Lake in the city of Folsom. [#133-4 Recreation remaining access points.] In addition to local and out of town boaters, Granite Bay and Roseville residents use the Beale's Point entrance which is already busy and fills up on regular basis. Brown's Ravine is also busy and used regularly by local and out of town boaters, as well as El Dorado Hills residents. If access to the lake is difficult, people will just choose to go elsewhere... Lake Tahoe, Lake Berryessa, Don Pedro, Lake Camanche, The Delta, etc. We understand that there are other alternatives for equipment storage, so we are asking that you seriously consider the other options or come up with an alternative solution. Closing Folsom Point will seriously hurt our city.</p>	
<p>134</p>	<p>Dear Army Corp. Engineers, I was stunned to read that the Army Corp. of Engineers is considering closing Folsom Point for up to 7 years. [#134-1 PD alternative staging areas.] Surely the Army Corp. can come up with an alternative that does not have such a devastating impact on the surrounding community. As you know, Folsom Point is the only access to Folsom Lake in the City of Folsom and is used extensively by community members as well as tens of thousands of people who come from outside our community and benefit area businesses. The closure would be very upsetting to my family. We purchased a home a year and a half ago, which is 4 blocks from the entrance to Folsom Point, in order to take advantage of the recreational opportunities there. My children are in 3rd and 5th grade. The extended closure would mean that we would not have this very important part of our local experience until they were nearly out of high school. I walk at Folsom Point almost daily, and enjoy boating, swimming and picnicking there in the summer. It is an area of great beauty, fun and joy. After 7 years as a construction site, surely much of this would be lost. Certainly all of it would be lost to us for the duration of the project. This is an unacceptable loss to us as a family, and to our community. I have not studied the proposals being considered by the Corp. yet, but certainly there must be a better alternative, in terms of the fiscal and quality of life impact on the City of Folsom, for the staging area for the Dam project. Substantial areas of undeveloped land lies near the dam. Surely the Army Corp. can utilize land that will not impact the entire community so dreadfully. I want the Corp of Engineers to utilize an alternative to closing Folsom Point that meets the needs of your project while retaining this most important asset for the citizens of Folsom and the many thousands who come here to enjoy it.</p>	<p>Julie Calderwood</p>
<p>135</p>	<p>The closing of Folsom Point is completely unacceptable. No, No, and No. [#135-1 Socioeconomics property values.] There is no reason to close this recreation area to accommodate the dam retrofit project. This would ruin property values and devastate people's lives. People move here specifically for the value of having access to Folsom Lake recreation. [#135-2 EIS Process.] Hiding this information within a 500 page document is reprehensible. This was handled in an extremely sleazy manner with regards to letting the citizens of Folsom know exactly what was being planned. [#135-3 Recreation lake access closure] Again, NO, NO and NO to closing Folsom Point.</p>	<p>Kenneth Doherty</p>
<p>136</p>	<p>To whom it may concern: [#136-1 Recreation lake access closure.] I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation such as walking, biking, running, boating and picnicking. The closure would be an outrage and detrimentally impact the quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well. Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.]</p>	<p>Maria & Jeff Sickenger</p>
<p>137</p>	<p>Hello, [#137-1 Recreation lake access closure.] I live in the Briggs Ranch area and I strongly object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to the citizens of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating and picnicking, its closure would be an</p>	<p>Frances Leon</p>

Sequence number: 1
Author:
Subject: #135-3
Date: 3/15/2007 5:25:09 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2
Author:
Subject: #134-1
Date: 3/15/2007 5:24:52 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3
Author:
Subject: #135-1
Date: 3/14/2007 6:31:24 PM

T Residential Property Values - Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.5 in Chapter 4 of the Final EIS/EIR for more information. As described in Chapter 2 and 4 of the Final EIS/EIR, Folsom Point will remain open for recreation during the peak season; therefore, there would be no impacts to property values from the closure of Folsom Point.

Sequence number: 4
Author:
Subject: #133-4
Date: 3/16/2007 12:18:10 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5
Author:
Subject: #136-1
Date: 3/15/2007 5:25:25 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6
Author:
Subject: #137-1
Date: 3/15/2007 5:25:33 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7
Author:
Subject: #135-2
Date: 3/14/2007 6:31:28 PM

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

<p>138</p>	<p>outrage. Folsom Point is the only access to Folsom Lake in the City of Folsom. Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.</p> <p>To whom it may concern:</p> <p>[#138-1 Recreation lake access closure.] I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well.</p> <p>Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.</p>	<p>Cindy Sobotta</p>
<p>139</p>	<p>To whom it may concern:</p> <p>[#139-1 Recreation lake access closure.] I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well.</p> <p>Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.</p>	<p>Tracy Nordheim</p>
<p>140</p>	<p>[#140-1 Recreation lake access closure.] I writing this to voice my opposition and concern over the closure of Folsom Point. As a resident of Briggs Ranch my neighborhood will be most adversely effected by this proposed project. We use the park on a daily basis.</p> <p>[#140-2 Traffic due to recreation site closure.] The closure of the boat launch will adversely effect an already overcrowded Green Valley Road with the added traffic of boaters launching at Brown's Ravine. I enjoy morning walks by the lake at Folsom Point, have picnics with my family and friends at picnic area, boating and swimming, not to mention the enjoyment the sheer beauty of this Park brings. These are all selfish reasons to not want the park to close but I have some true and valid concerns also.</p> <p>[#140-3 Air quality construction.] As the mother of children with asthma how is this going to effect the air quality. The added exhaust from construction vehicles, concrete particles in the air, and the impact of asbestos from the soil being disturbed.</p> <p>[#140-4 Socioeconomics property values.] Living in the neighborhood directly by the proposed project will effect home values.</p> <p>[#140-5 Noise.] The noise will also cause a disturbance to the residents of Briggs Ranch.</p> <p>[#140-6 Wildlife.] Environmentally this project could have a devastating effect on the wildlife living there.</p> <p>[#140-7 Public Involvement.] Please allow for an independent environmental study to be done. I feel that this project was kept from residents. It seems like you would have alerted residents of your proposed actions. Especially when they will so adversely effect their quality of life.</p> <p>[#140-8 Socioeconomics businesses.] I am asking that you explore other options and don't close a state park that brings so much to the city of Folsom. The closure will effect tourism and hurt businesses that count on tourist dollars. I can see nothing positive about the proposed location for the tax payers of our community. With the inventiveness of the Army Corps of Engineers I am sure that another location could be found or built. Please find an alternative.</p>	<p>Lisa Tomiak</p>
<p>141</p>	<p>To: Shawn Oliver From: Mark and Kathy Van Saun</p> <p>We are contacting you in regards to the proposed closing of the Folsom Point Recreation Area or Dike 8. We are very concerned about this matter and ask that you would not only reconsider this proposal but give us more information. We have been Folsom residents and Briggs Ranch homeowners for over 11 years and we can not imagine what such a closure would do to our community and our neighborhood.</p> <p>[#141-1 Recreation lake access closure.] Like many of our neighbors, we moved here primarily because of the lake access. Our family</p>	<p>Mark and Kathy Van Saun</p>

Sequence number: 1

Author:

Subject: #140-5

Date: 3/14/2007 6:36:21 PM

T Noise – Noise production is a recognized outcome of any construction project, including projects that involve transport of materials. The noise impacts due to the Folsom DS/FDR action is discussed in detail in Section 3.10 of the Draft EIS/EIR. The City of Folsom, and Sacramento, El Dorado, and Placer counties have noise ordinance measures that limit the amount of construction noise during the daytime and at night. The Partner Agencies will be required to meet those levels and will implement mitigation measures to ensure that noise standards are met. Also see Section 4.3.10 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #140-4

Date: 3/14/2007 6:35:46 PM

T Residential Property Values - Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.5 in Chapter 4 of the Final EIS/EIR for more information. As described in Chapter 2 and 4 of the Final EIS/EIR, Folsom Point will remain open for recreation during the peak season; therefore, there would be no impacts to property values from the closure of Folsom Point.

Sequence number: 3

Author:

Subject: #140-8

Date: 2/21/2007 3:07:52 PM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 4

Author:

Subject: 140-6

Date: 3/14/2007 6:36:30 PM

T Vegetation and Wildlife - See Response to Comment #72-2

See Section 4.3.12 in Chapter 4 of the Final EIS/EIR for more information.

Sequence number: 5

Author:

Subject: #140-7

Date: 3/14/2007 6:36:36 PM

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #140-2

Date: 3/16/2007 12:18:43 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7

Author:

Subject: #138-1

Date: 3/15/2007 5:25:51 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 8

Author:

Subject: #139-1

Date: 3/15/2007 5:25:59 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

<p>138</p>		<p>outrage. Folsom Point is the only access to Folsom Lake in the City of Folsom. Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable. To whom it may concern: [#138-1 Recreation lake access closure.] I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well. Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.</p>
<p>139</p>	<p>Cindy Sobotta</p>	<p>To whom it may concern: [#139-1 Recreation lake access closure.] I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well. Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.</p>
<p>140</p>	<p>Tracy Nordheim</p>	<p>[#140-1 Recreation lake access closure.] I writing this to voice my opposition and concern over the closure of Folsom Point. As a resident of Briggs Ranch my neighborhood will be most adversely effected by this proposed project. We use the park on a daily basis. [#140-2 Traffic due to recreation site closure.] The closure of the boat launch will adversely effect an already overcrowded Green Valley Road with the added traffic of boaters launching at Brown's Ravine. I enjoy morning walks by the lake at Folsom Point, have picnics with my family and friends at picnic area, boating and swimming, not to mention the enjoyment the sheer beauty of this Park brings. These are all selfish reasons to not want the park to close but I have some true and valid concerns also. [#140-3 Air quality construction.] As the mother of children with asthma how is this going to effect the air quality. The added exhaust from construction vehicles, concrete particles in the air, and the impact of asbestos from the soil being disturbed. [#140-4 Socioeconomics property values.] Living in the neighborhood directly by the proposed project will effect home values. [#140-5 Noise.] The noise will also cause a disturbance to the residents of Briggs Ranch. [#140-6 Wildlife.] Environmentally this project could have a devastating effect on the wildlife living there. [#140-7 Public Involvement.] Please allow for an independent environmental study to be done. I feel that this project was kept from residents. It seems like you would have alerted residents of your proposed actions. Especially when they will so adversely effect their quality of life. [#140-8 Socioeconomics businesses.] I am asking that you explore other options and don't close a state park that brings so much to the city of Folsom. The closure will effect tourism and hurt businesses that count on tourist dollars. I can see nothing positive about the proposed location for the tax payers of our community. With the inventiveness of the Army Corps of Engineers I am sure that another location could be found or built. Please find an alternative. To: Shawn Oliver From: Mark and Kathy Van Saun We are contacting you in regards to the proposed closing of the Folsom Point Recreation Area or Dike 8. We are very concerned about this matter and ask that you would not only reconsider this proposal but give us more information. We have been Folsom residents and Briggs Ranch homeowners for over 11 years and we can not imagine what such a closure would do to our community and our neighborhood. [#141-1 Recreation lake access closure.] Like many of our neighbors, we moved here primarily because of the lake access. Our family</p>
<p>141</p>	<p>Lisa Tomiak</p>	<p>Mark and Kathy Van Saun</p>

Sequence number: 9

Author:

Subject: 141-1

Date: 3/15/2007 5:26:49 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 10

Author:

Subject: #140-1

Date: 3/15/2007 5:26:28 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 11

Author:

Subject: #140-3

Date: 3/14/2007 6:35:34 PM

T Air Quality - All construction projects involving large equipment produce air quality emissions. Chapter 3.3 of the Draft EIS/EIR describes the types of emissions possible for this project. Reclamation has already initiated discussions with the Sacramento Metropolitan Air Quality Management District on emission controls and mitigation requirements. All construction work will comply with the air quality emissions requirements, that have been established to protect human health, and as presented in the air quality permit to be issued by the Air Quality Management District. Also see Section 4.3.11 of Chapter 4 in the Final EIS/EIR.

		<p>loves to take walks, run and mountain bike at the lake. [REDACTED] We are extremely concerned about the devastating effect such a closure would have on the near by businesses and property values. We personally know of a family that was considering several homes in the area to purchase and said yesterday that they will not buy here due to this issue.</p> <p>[REDACTED] Why haven't other access points been chosen to help with this matter without closing down an entire recreational area? Folsom Point is Folsom's only access where as Granite Bay has two access areas. We have dealt with the burden of the Dam Road closure and saw the effects of that decision on businesses, commutes and community access. We cannot stomach another blow to our community. We ask you to please reconsider this decision and find an acceptable solution.</p>
142	Jennifer Thompson	<p>[REDACTED] It has come to my attention that the Army Corp of Engineers is considering closure of Folsom Point. It is my hope that this will not come to fruition as the closure of Folsom Point will negatively impact the City of Folsom by significantly decreasing the resources the community has to offer its residents and tourists.</p> <p>[REDACTED] As you are aware, the result of the closure of the Folsom Dam and resulting redirection of traffic has been significant to the community in the loss of revenue and closure for businesses; and the traffic congestion on streets not designed for the volume of vehicles currently utilizing them on a daily basis.</p> <p>[REDACTED] In the event of the closure of Folsom Point, the lake visitors will be diverted to lake access elsewhere, directing the potential revenue away from Folsom to El Dorado Hills and Granite Bay. Neighborhoods close to Folsom Point will no longer have quick access to Folsom Lake for the many recreational purposes aside from boating and this certainly may decrease the associated property values. Folsom residents are proud of Folsom Lake and it would be terribly ironic if the only community near Folsom Lake without access would be Folsom itself. Please consider options that would allow Folsom Point to remain available to our residents and tourists so that we may enjoy it and continue to benefit from the revenue it brings to our community. Thank you for your consideration.</p>
143	Assunta L. Seivert	<p>[REDACTED] Recreation lake access closure.] It is unthinkable that closing Folsom Point is to accommodate the Army Corps of Engineers' storage needs. Residents of Folsom have been using Folsom Point and its trails for years and provides the community a place to share in nature's beauty. This is an established area for the people. Please use alternative places that are available but not Folsom Point. Thank you.</p>
144	John and Cheryl Mandsager	<p>We understand the Bureau of Reclamation is proposing to close Folsom Point/Dyke 8 to all visitors for a duration of up to 7 years effective Fall 2007 while the Folsom Dam is retrofitted. [REDACTED] While we support the dam project, we understand there are many other alternatives that have yet to be explored. These alternatives would allow Folsom Point to remain open to the public.</p> <p>[REDACTED] Since we enjoy visiting Folsom Point many, many times a year, this closure would have a negative impact on our family. We imagine the impact on most, if not all, of the families in our neighborhood would be the same. We urge the Bureau of Reclamation to pursue the Dam project in a manner that will allow Folsom Point to remain open to the public.]</p>
145	Maria Paladino	<p>To Whom it May Concern:</p> <p>I am very frustrated and disappointed to hear about the closure of Folsom Point and strongly object to it. I am shocked that this has even been considered. As a Folsom resident and homeowner in the immediately affected area, I am outraged that I am to be put through yet another devastating inconvenience. After the damn road closure and the detrimental affects on not only Folsom, but to my particular neighborhood (Briggs Ranch), this closure is absolutely unacceptable.</p> <p>[REDACTED] The entire Folsom community will be losing out on our use of this beautiful facility for boating and picnicking (among other things). Our access to the lake via Folsom Point/Dyke 8 is a vital part of living in this area. [REDACTED] As a resident of the immediate area, we will have to endure more traffic congestion, as well as this detrimentally affecting our local environment and our property values.</p>

Sequence number: 1

Author:

Subject: #145-2

Date: 3/14/2007 6:43:23 PM

T Transportation Impacts – Construction projects involve increased transport of materials to the construction site. The project agencies will develop a transportation management plan that will include input from city traffic engineers. The plan will provide guidelines on preferred traffic routes, route restrictions, and time of day restriction on using certain routes. Transportation contractors will be required to adhere to the plan. See section 4.3.9 in Chapter 4 of the Final EIS/EIR for more information.

Sequence number: 2

Author:

Subject: #141-2

Date: 3/14/2007 6:37:56 PM

T Residential Property Values - Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.3 and 4.3.5 in Chapter 4 of the Final EIS/EIR for more information. As described in Chapter 2 and 4 of the Final EIS/EIR, Folsom Point will remain open for recreation during the peak season; therefore, there would be no impacts to property values from the closure of Folsom Point.
Socioeconomics- See Response to Comment #12-1

Sequence number: 3

Author:

Subject: #142-1

Date: 3/15/2007 5:27:24 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #145-3

Date: 3/14/2007 6:44:09 PM

T Residential Property Values - Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.3 and 4.3.5 in Chapter 4 of the Final EIS/EIR for more information. As described in Chapter 2 and 4 of the Final EIS/EIR, Folsom Point will remain open for recreation during the peak season; therefore, there would be no impacts to property values from the closure of Folsom Point.

Sequence number: 5

Author:

Subject: #143-1

Date: 3/15/2007 5:27:17 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #145-1

Date: 3/15/2007 5:27:56 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7

Author:

Subject: #144-2

Date: 3/15/2007 5:27:47 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 8

Author:

Subject: #141-3

		<p>loves to take walks, run and mountain bike at the lake. [#141-2 Socioeconomics businesses and property values.] We are extremely concerned about the devastating effect such a closure would have on the near by businesses as well as our home values. We personally know of a family that was considering several homes in the area to purchase and said yesterday that they will not buy here due to this issue.</p> <p>[#141-3 PD alternative staging areas.] Why haven't other access points been chosen to help with this matter without closing down an entire recreational area? Folsom Point is Folsom's only access where as Granite Bay has two access areas. We have dealt with the burden of the Dam Road closure and saw the effects of that decision on businesses, commutes and community access. We cannot stomach another blow to our community. We ask you to please reconsider this decision and find an acceptable solution.</p>
<p>142</p>	<p>Jennifer Thompson</p>	<p>[#142-1 Socioeconomics.] It has come to my attention that the Army Corp of Engineers is considering closure of Folsom Point. It is my hope that this will not come to fruition as the closure of Folsom Point will negatively impact the City of Folsom by significantly decreasing the resources the community has to offer its residents and tourists.</p> <p>[#142-2 Transportation.] As you are aware, the result of the closure of the Folsom Dam and resulting redirection of traffic has been significant to the community in the loss of revenue and closure for businesses; and the traffic congestion on streets not designed for the volume of vehicles currently utilizing them on a daily basis.</p> <p>[#142-3 Socioeconomics businesses] In the event of the closure of Folsom Point, the lake visitors will be diverted to lake access elsewhere, directing the potential revenue away from Folsom to El Dorado Hills and Granite Bay. Neighborhoods close to Folsom Point will no longer have quick access to Folsom Lake for the many recreational purposes aside from boating and this certainly may decrease the associated property values. Folsom residents are proud of Folsom Lake and it would be terribly ironic if the only community near Folsom Lake without access would be Folsom itself. Please consider options that would allow Folsom Point to remain available to our residents and tourists so that we may enjoy it and continue to benefit from the revenue it brings to our community. Thank you for your consideration.</p>
<p>143</p>	<p>Assunta L. Seivert</p>	<p>[#143-1 Recreation lake access closure.] It is unthinkable that closing Folsom Point is to accommodate the Army Corps of Engineers' storage needs. Residents of Folsom have been using Folsom Point and its trails for years and provides the community a place to share in nature's beauty. This is an established area for the people. Please use alternative places that are available but not Folsom Point. Thank you.</p>
<p>144</p>	<p>John and Cheryl Mandsager</p>	<p>We understand the Bureau of Reclamation is proposing to close Folsom Point/Dyke 8 to all visitors for a duration of up to 7 years effective Fall 2007 while the Folsom Dam is retrofitted. [#144-1 PD alternative staging areas.] While we support the dam project, we understand there are many other alternatives that have yet to be explored. These alternatives would allow Folsom Point to remain open to the public.</p> <p>[#144-2 Recreation lake access closure.] Since we enjoy visiting Folsom Point many, many times a year, this closure would have a negative impact on our family. We imagine the impact on most, if not all, of the families in our neighborhood would be the same. We urge the Bureau of Reclamation to pursue the Dam project in a manner that will allow Folsom Point to remain open to the public. To Whom it May Concern:</p>
<p>145</p>	<p>Maria Paladino</p>	<p>I am very frustrated and disappointed to hear about the closure of Folsom Point and strongly object to it. I am shocked that this has even been considered. As a Folsom resident and homeowner in the immediately affected area, I am outraged that I am to be put through yet another devastating inconvenience. After the damn road closure and the detrimental affects on not only Folsom, but to my particular neighborhood (Briggs Ranch), this closure is absolutely unacceptable.</p> <p>[#145-1 Recreation lake access closure.] The entire Folsom community will be losing out on our use of this beautiful facility for boating and picnicking (among other things). Our access to the lake via Folsom Point/Dyke 8 is a vital part of living in this area. [#145-2 Transportation] [145-3 Socioeconomics property values.] As a resident of the immediate area, we will have to endure more traffic congestion, as well as this detrimentally affecting our local environment and our property values.</p>

Date: 3/15/2007 5:27:02 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 9

Author:

Subject: #142-3

Date: 3/14/2007 6:42:01 PM

T Residential Property Values - Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.3 and 4.3.5 in Chapter 4 of the Final EIS/EIR for more information. As described in Chapter 2 and 4 of the Final EIS/EIR, Folsom Point will remain open for recreation during the peak season; therefore, there would be no impacts to property values from the closure of Folsom Point.

Also see Response to Comment #12-1.

Sequence number: 10

Author:

Subject: #142-1

Date: 3/16/2007 12:19:42 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 11

Author:

Subject: #142-2

Date: 3/14/2007 6:41:28 PM

T Transportation Impacts – It is recognized that construction projects involve increased transport of materials to the construction site. The project agencies will develop a transportation management plan that will include input from city traffic engineers. The plan will provide guidelines on preferred traffic routes, route restrictions, and time of day restriction on using certain routes. Transportation contractors will be required to adhere to the plan. See section 4.3.9 in Chapter 4 of the Final EIS/EIR for more information.

146	Phil	<p>There has to be a better/alternate solution to this extremely long closure.</p> <p>Hi Shawn, I was given your name as a contact for the raising of Folsom Dam. Are you the program manager for this project? If not, please direct me to the lead person on this project. I wish to comment on the potential 7 yr. closure of Folsom Point SP.</p>
147	Jennifer Hamilton	<p>To whom it May Concern, [REDACTED] #147-1 Recreation lake access closure.] I strongly object to the closing of Folsom Point. My family and I use this area on a weekly basis (boating, picnicking, walking etc) and would be devastated by this closure. There are many families in my neighborhood that also use this area on a regular basis and I know that losing this option to experience some peace and tranquility right in our own community would be a great loss to many.</p>
148	Michelle Thompson	<p>To whom it may concern; [REDACTED] #148-1 Recreation lake access closure.] I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well.</p> <p>Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.</p>
149	David Lancisi	<p>Dear Bureau of Reclamation and US Army Corp of Engineers [REDACTED] #149-1 Recreation lake access closure.] I am writing this email to you to register our strong objection to the closure of the Folsom Launch Point as proposed for the purposes of Folsom Dam improvements. This is a HUGE recreation area for our town and one of the main reasons why people buy homes and live here. It absolutely was for our family. The closure of this facility will make it virtually impossible for Folsom residents to use this very highly regarded resource called Folsom Lake. [REDACTED] #149-2 Recreation remaining access points]. It will force the residents to use other already over-crowded launch points such as Browns Ravine and Granite Bay. I can assure you that this will create major problems for these other areas as well. As our town has grown, the use of the Launch Point as well. As a matter of fact, you would be hard-pressed to find a weekend day that it wasn't completely filled. We reside in the Briggs Ranch area and use this resource extensively.</p> <p>[REDACTED] #149-3 Socioeconomics property values] In addition to the chaos you would create at the other launch ramps, this would also have other major negative impacts, such as property value implications, increased traffic of trailered watercraft through the already overwhelmed downtown streets of Folsom as people try to make their way to Granite Bay. Browns Ravine is already so small, it will hardly be an alternative launch point. [REDACTED] #149-4 Transportation.] The largest impact will be the movement of construction vehicles through the area. This will create major issues with noise, pollution, congestion and access to city street for the residents in that area and those traveling through Folsom, which as we already know, is a very large amount (see ATD numbers from your previous traffic studies).</p> <p>One solution would be to use the lookout point farther up the dam road for these purposes. This would allow Launch Point to remain open and keep the construction activities away from the local resident. In the past, this was used for that purpose.</p> <p>In any case, we strongly object to the closure of this recreational area for many reasons and are sure you can find an alternate solution to fit the construction needs.</p>
150	Ann Lindner	<p>To whom it may concern, [REDACTED] #150-1 Recreation lake access closure.] I am a resident of Folsom and have been for nearly 14 years. Six years ago my husband and I built a home right across the street from Folsom Point. This is where we planned on staying until our children are done with school. My youngest is 8 years old. When you talk about closing the Point for 7 years you are talking my children's childhood.</p>

Sequence number: 1
Author:
Subject: #149-2
Date: 3/16/2007 12:20:34 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2
Author:
Subject: #146-1
Date: 3/14/2007 6:46:46 PM

T Mr. Oliver is the primary point of contact for Reclamation for the Folsom DS/FDR EIS/EIR.

Sequence number: 3
Author:
Subject: #149-4
Date: 3/14/2007 6:48:03 PM

T Transportation Impacts – It is recognized that construction projects involve increased transport of materials to the construction site. The project agencies will develop a transportation management plan that will include input from city traffic engineers. The plan will provide guidelines on preferred traffic routes, route restrictions, and time of day restriction on using certain routes. Contractors will be required to adhere to the plan. See section 4.3.9 in Chapter 4 of the Final EIS/EIR for more information.

Sequence number: 4
Author:
Subject: #149-3
Date: 3/14/2007 6:47:49 PM

T Residential Property Values - Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.3 and 4.3.5 in Chapter 4 of the Final EIS/EIR for more information. As described in Chapter 2 and 4 of the Final EIS/EIR, Folsom Point will remain open for recreation during the peak season; therefore, there would be no impacts to property values from the closure of Folsom Point.

Sequence number: 5
Author:
Subject: #148-1
Date: 3/15/2007 5:28:26 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6
Author:
Subject: #150-1
Date: 3/15/2007 5:28:50 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7
Author:
Subject: #149-1
Date: 3/15/2007 5:28:35 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 8
Author:
Subject: #147-1
Date: 3/15/2007 5:28:17 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

<p>151</p>	<p>Heather Sibilla</p>	<p>We use the lake on a weekly basis. We walk there, take the dog, swim, boat, picnic and bike. You are talking about changing a part of our lifestyle. This may be temporary for you, but it is not for us. This will permanently change our life. [#150-2 Socioeconomics property values]. On others levels, this will decrease our property value and cause much undue traffic and congestion. It will create a mess on the streets with trucks coming and going. [#150-3 Transportation] You will be destroying the shore line with the trucks traveling back and forth. Our school walks there for field trips to see the wildlife and learn about nature. You say you will be done in 7 years but for the lake to return to what it is now will take years past the damage you will be creating. [#150-4 Socioeconomics businesses.] The businesses that depend on that summer tourism will be destroyed. All of my neighbors who have speed boats say they will sell them if you close the Point. The impact upon the other launches will discourage those from boating on the lake. I hope you really understand the impact you will have on the community if completely close the point. These are our homes and ways of life that you will be effecting. Please make sure you have pursued all of your options and make the decision that is best for EVERYONE.</p> <p>January 18, 2007</p> <p>To all of our honorable representatives:</p> <p>RE: " PROPOSED" CLOSURE OF FOLSOM POINT STATE PARK (A.K.A. DYKE 8) by BUREAU OF RECLAMATION AND U. S. ARMY CORPS OF ENGINEERS.</p> <p>Please be advised that we, citizens of Folsom, CA, have been put on notice that a proposed closure of our park is scheduled for the fall of 2007. This proposal comes from the Bureau of Reclamation and the U. S. Army Corps of Engineers. It is our understanding that our beautiful park and recreation area will be used as a construction staging area for different work projects on the dam and Mormon Island Spillway by the Bureau and Army Corps of Engineers.</p> <p>It is our belief that this closure will have deep and dramatic effects on families, businesses, tourism and the environment. The consequences are far reaching. [#151-1 Recreation lake access closure.] This is a family community. We bring our children to the lake to walk, bike, swim, picnic, fish, boat and just enjoy nature. This scenario is repeated over and over again. Folsom Point is one of the reasons people buy homes in this area. This park is one of the jewels of Folsom. Bird Watchers frequent the park. [#151-2 Vegetation and Wildlife.] I might point out that even though the Bald Eagle is no longer on the endangered species list, it is still protected by the "Bald and Gold Eagle Protection Act". It is my understanding that one of the afforded protections is not to disturb the nesting area or flight pattern area. This needs more investigation. We have not been given adequate time to investigate the impact that this proposal will have on our environment. We have other migratory birds that now nest there as well. [#151-3 Air quality.] The environmental impact on our air quality could be dangerous for residents. This is a pathway for many other animals as well. Rattlesnakes also reside at Folsom Point. [#151-4. Socioeconomics businesses.] The businesses in Folsom will definitely realize a financial impact. Our business owners look forward to the summer months when tourists and other lake traffic provide much needed revenue. Our businesses suffered with the closure of the Dam Road and now this may be the proverbial "straw" for financial loss. Business owners have expressed a great concern. We do not oppose positive improvements on the dam. We request a staging area that will not hurt so many families, businesses, wildlife, and real estate values. [#151-5 Public Involvement.] In all truth we have not been given adequate time in which to address these issues. Our first notice was on January 9th. 2007. We were advised that 3,000 flyers were sent out. This is a city with a</p>
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Sequence number: 1

Author:

Subject: #151-2

Date: 3/16/2007 4:31:40 PM

T Bald eagles are known to winter and forage in the Folsom DS/FDR Action area. There is potential for bald eagle occurrence as breeding birds within the Folsom DS/FDR Action area based upon the availability of adequate nesting sites and foraging habitat. Successful nesting has not yet been recorded at Folsom Reservoir. Based on anecdotal observations, a pair of immature eagles was noticed engaging in possible breeding behavior in early Spring 2006. By March 2006, the eagles had left the Folsom DS/FDR Action area without any sign of successful breeding (SPR pers. comm. per the Biological Assessment for the Project). No critical habitat has been designated for this species. Direct impact to individuals of this species is a significant impact.

Wintering bald eagles occurring within or less than 0.5 mile from proposed dike construction zones, haul routes, staging areas and borrow sites could incur effects as a result of noise and human presence. Alteration of aquatic habitat could temporarily prevent bald eagles from foraging in areas adjacent to on-going construction-related activities.

There will not be any operations-related impacts to this species under the current project description.

Construction activities, including earth moving, earthen dike retrofit, and haul route construction could result in permanent alteration of up to 95 acres of potential bald eagle wintering habitat. The avoidance and minimization measures would reduce the effects to this species.

Because the bald eagle is federally listed as a threatened species, Reclamation shall implement reasonable and prudent measures and conservation measures, per the Biological Assessment that was submitted to USFWS and the Biological Opinion that is anticipated from USFWS. Proposed avoidance and minimization measures included in the Biological Assessment for the Project are:

Prior to the implementation of vegetation removal, a Service-approved biologist will conduct surveys to ensure no bald eagles are present within the area in which vegetation is to be removed. If no bald eagles are observed, then no further mitigation measures will be implemented.

If bald eagles are present, vegetation removal will be postponed until eagles vacate the area of their own volition. Eagles would not be disturbed in order to clear them from the area.

If breeding bald eagles are found to be present within or less than 0.5 mile from the proposed Folsom DS/FDR Action boundaries, a 0.5-mile buffer would be established around the nest site. This buffer zone would not be entered for Folsom DS/FDR Action construction activities until the eagles have completed breeding activities and have vacated the area of their own volition.

See Section 4.3.12 in Chapter 4 of the Final EIS/EIR for more information.

Sequence number: 2

Author:

Subject: #151-3

Date: 3/14/2007 6:50:35 PM

T Air Quality - All construction projects involving large equipment produce air quality emissions. Chapter 3.3 of the Draft EIS/EIR describes the types of emissions possible for this project. Reclamation has already initiated discussions with the Sacramento Metropolitan Air Quality Management District on emission controls and mitigation requirements. All construction work will comply with the air quality emissions requirements, that have been established to protect human health, and as presented in the air quality permit to be issued by the Air Quality Management District. Also see Section 4.3.11 of Chapter 4 in the Final EIS/EIR.

<p>151</p>	<p>Heather Sibilla</p>	<p>We use the lake on a weekly basis. We walk there, take the dog, swim, boat, picnic and bike. You are talking about changing a part of our lifestyle. This may be temporary for you, but it is not for us. This will permanently change our life. [#150-2 Socioeconomics property values]. On others levels, this will decrease our property value and cause much undue traffic and congestion. It will create a mess on the streets with trucks coming and going. [#150-3 Transportation] You will be destroying the shore line with the trucks traveling back and forth. Our school walks there for field trips to see the wildlife and learn about nature. You say you will be done in 7 years but for the lake to return to what it is now will take years past the damage you will be creating. [#150-4 Socioeconomics businesses.] The businesses that depend on that summer tourism will be destroyed. All of my neighbors who have speed boats say they will sell them if you close the Point. The impact upon the other launches will discourage those from boating on the lake. I hope you really understand the impact you will have on the community if completely close the point. These are our homes and ways of life that you will be effecting. Please make sure you have pursued all of your options and make the decision that is best for EVERYONE.</p> <p>January 18, 2007</p> <p>To all of our honorable representatives:</p> <p>RE: " PROPOSED" CLOSURE OF FOLSOM POINT STATE PARK (A.K.A. DYKE 8) by BUREAU OF RECLAMATION AND U. S. ARMY CORPS OF ENGINEERS.</p> <p>Please be advised that we, citizens of Folsom, CA, have been put on notice that a proposed closure of our park is scheduled for the fall of 2007. This proposal comes from the Bureau of Reclamation and the U. S. Army Corps of Engineers. It is our understanding that our beautiful park and recreation area will be used as a construction staging area for different work projects on the dam and Mormon Island Spillway by the Bureau and Army Corps of Engineers.</p> <p>It is our belief that this closure will have deep and dramatic effects on families, businesses, tourism and the environment. The consequences are far reaching. [#151-1 Recreation lake access closure.] This is a family community. We bring our children to the lake to walk, bike, swim, picnic, fish, boat and just enjoy nature. This scenario is repeated over and over again. Folsom Point is one of the reasons people buy homes in this area. This park is one of the jewels of Folsom. Bird Watchers frequent the park. [#151-2 Vegetation and Wildlife.] I might point out that even though the Bald Eagle is no longer on the endangered species list, it is still protected by the "Bald and Gold Eagle Protection Act". It is my understanding that one of the afforded protections is not to disturb the nesting area or flight pattern area. This needs more investigation. We have not been given adequate time to investigate the impact that this proposal will have on our environment. We have other migratory birds that now nest there as well. [#151-3 Air quality.] The environmental impact on our air quality could be dangerous for residents. This is a pathway for many other animals as well. Rattlesnakes also reside at Folsom Point. [#151-4. Socioeconomics businesses.] The businesses in Folsom will definitely realize a financial impact. Our business owners look forward to the summer months when tourists and other lake traffic provide much needed revenue. Our businesses suffered with the closure of the Dam Road and now this may be the proverbial "straw" for financial loss. Business owners have expressed a great concern.</p> <p>We do not oppose positive improvements on the dam. We request a staging area that will not hurt so many families, businesses, wildlife, and real estate values. [#151-5 Public Involvement.] In all truth we have not been given adequate time in which to address these issues. Our first notice was on January 9th. 2007. We were advised that 3,000 flyers were sent out. This is a city with a</p>
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Sequence number: 3

Author:

Subject: #150-2

Date: 3/14/2007 6:48:29 PM

T Residential Property Values - Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.3 and 4.3.5 in Chapter 4 of the Final EIS/EIR for more information. As described in Chapter 2 and 4 of the Final EIS/EIR, Folsom Point will remain open for recreation during the peak season; therefore, there would be no impacts to property values from the closure of Folsom Point.

Sequence number: 4

Author:

Subject: #150-3

Date: 3/14/2007 9:08:07 PM

T Haul Truck Traffic – The primary reason that construction haul traffic is planned to remain largely within the reservoir boundary is to keep that traffic off city streets. This is a primary safety issue, particularly for children. See section 4.3.9 in Chapter 4 of the Final EIS/EIR for more information.

Sequence number: 5

Author:

Subject: #151-1

Date: 3/15/2007 5:29:11 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #151-5

Date: 3/14/2007 6:51:05 PM

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 7

Author:

Subject: #151-4

Date: 2/21/2007 3:17:48 PM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 8

Author:

Subject: #150-4

Date: 2/21/2007 3:18:16 PM -08'00'

T Socioeconomics - See Response to Comment #12-1

152	<p>population of 63,000. The deadline given to us to discuss the closure is January 22, 2007. That was essentially "no notice." We need counsel as to our rights and the right of the wildlife who cannot speak for themselves. We ask all of you, as our voice and representatives, to please aid us in this endeavor.</p> <p>Dear Mayor Morin, I know that you have received several e-mails about the closing of Folsom Point but [redacted] wanted to inform you about the rally that will be taking place on Saturday at 12pm in the church parking lot as you enter Folsom Point. As mayor of the city, we, as a community, are expecting your support on this matter. Whether we can appeal to the Bureau of Reclamation and the Corp of Engineers, we still need to know that you and your council stand behind your community. We hope to see you all there!</p>	Ann Linder fwd by Heather Sibilla
153	<p>Mr. Starsky, As a homeowner of Folsom, and specifically, Briggs Ranch, I wanted to write to you. I understand the City Council will be deciding whether or not to close Folsom Point for the next 7 years while the new bridge is constructed. I wanted to let you know I am very opposed to this idea. One of the reasons we live in the Briggs Ranch area is because it is so close to Folsom Lake and the quick and easy access to the boat launch at Folsom Point. [redacted] #153-1 Transportation.] I am also very concerned about all the construction trucks that will be disturbing this residential area. [redacted] #153-2 Socioeconomics property value.] I am also concerned what this closure and construction will do to property values in the Briggs Ranch area. This closure can only hurt our lake and boating experience as well as tourism to Folsom Lake. Please vote on the side of your fellow residents and the welfare of your community. Voters have good memories about these issues when election day rolls around again!</p>	Lynn Derrick
154	<p>Mr. Mayor, We am very distressed at the idea of closing the Folsom Point (Dyke 8) recreation are for seven years as it is used for a site to stage the dam reconstruction. [redacted] #154-1 Transportation.] We feel this is removing a vital part of the recreation for the city for an extended length of time. Not to mention the construction vehicles that will be traveling in and out the site for seven years. This will impact the traffic on Natoma (which will just be opening up for traffic across the dam once the new bridge is built), and will negatively effect our neighborhood due to the traffic and noise. [redacted] #154-2 PD alternative staging areas.] We can not believe that there is not a more appropriate place on the opposite side of the dam that cannot be used for this purpose. Our city and neighborhoods have taken such a hit in the past 5 years, can you not give us a break and use an area that will not negatively affect us for the next seven years? Please rethink your possibilities.</p>	Terry and Jim Lehman
155	<p>Dear Sir [redacted] #155-1 Recreation lake access closure.] I am writing to let you know my great concern and disapproval of shutting down Folsom Point for any length of time. My family and I moved to Folsom over ten years ago and we use all of the parks located at the lake on a regular basis. Having access to Folsom Point or any other Park at Folsom Lake is a big reason that we moved to Folsom and it's part of the quality of life that we paid for when buying our home. Giving up access for even one summer is not acceptable, let alone for seven years.</p>	Greg Fales.
156	<p>Andy, [redacted] #156- Public Involvement meeting notification.] I just read on www.mvfolsom.com that the Bureau of Reclamation is considering planning on closing Folsom Point for 7 years as part of the flood protections changes planned for Folsom Lake. There apparently has been no public notice of this (at least that I saw) and yet I read there is a public hearing on Wednesday night. Does the city have a position on this? Folsom Point is the only lake access point (clay use and ramp) in the Sac County portion of the lake. It appears that once again the Bureau is doing whatever it wants without concerns for Folsom. Will the City Council be responding to this with a</p>	Doug Pepper

Sequence number: 1

Author:

Subject: #153-2

Date: 3/14/2007 6:51:44 PM

T Residential Property Values - Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.3 and 4.3.5 in Chapter 4 of the Final EIS/EIR for more information. As described in Chapter 2 and 4 of the Final EIS/EIR, Folsom Point will remain open for recreation during the peak season; therefore, there would be no impacts to property values from the closure of Folsom Point.

Sequence number: 2

Author:

Subject: #152-1

Date: 3/14/2007 6:51:23 PM

T The comment does not pertain to, or raise, environmental issues related to the proposed Project alternatives. This and other such written comments, not related to environmental issues, which were received during the public review period for the DEIS/R are included as part of the Final EIS/R and may be considered by decision-makers during project deliberations; however, written responses to such comments are not required by CEQA or NEPA.

Sequence number: 3

Author:

Subject: #154-2

Date: 3/15/2007 5:29:43 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #154-1

Date: 3/14/2007 6:51:55 PM

T Transportation Impacts – It is recognized that construction projects involve increased transport of materials to the construction site. The project agencies will develop a transportation management plan that will include input from city traffic engineers. The plan will provide guidelines on preferred traffic routes, route restrictions, and time of day restriction on using certain routes. Transportation contractors will be required to adhere to the plan. See section 4.3.9 in Chapter 4 of the Final EIS/EIR for more information.

Sequence number: 5

Author:

Subject: #156-1

Date: 3/14/2007 6:52:33 PM

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #155-1

Date: 3/15/2007 5:29:55 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7

Author:

Subject: #153-1

Date: 3/14/2007 6:51:38 PM

T Transportation Impacts – It is recognized that construction projects involve increased transport of materials to the construction site. The project agencies will develop a transportation management plan that will include input from city traffic engineers. The plan will provide guidelines on preferred traffic routes, route restrictions, and time of day restriction on using certain routes. Transportation contractors will be required to adhere to the plan. See section 4.3.9 in Chapter 4 of the Final EIS/EIR for more information.

152	<p>population of 63,000. The deadline given to us to discuss the closure is January 22, 2007. That was essentially “no notice.” We need counsel as to our rights and the right of the wildlife who cannot speak for themselves. We ask all of you, as our voice and representatives, to please aid us in this endeavor.</p> <p>Dear Mayor Morin, I know that you have received several e-mails about the closing of Folsom Point but I wanted to inform you about the rally that will be taking place on Saturday at 12pm in the church parking lot as you enter Folsom Point. As mayor of the city, we, as a community, are expecting your support on this matter. Whether we can appeal to the Bureau of Reclamation and the Corp of Engineers, we still need to know that you and your council stand behind your community. We hope to see you all there!</p>	Ann Linder fwd by Heather Sibilla
153	<p>Mr. Starsky, As a homeowner of Folsom, and specifically, Briggs Ranch, I wanted to write to you. I understand the City Council will be deciding whether or not to close Folsom Point for the next 7 years while the new bridge is constructed. I wanted to let you know I am very opposed to this idea. One of the reasons we live in the Briggs Ranch area is because it is so close to Folsom Lake and the quick and easy access to the boat launch at Folsom Point. [#153-1 Transportation.] I am also very concerned about all the construction trucks that will be disturbing this residential area. [#153-2 Socioeconomics property value.] I am also concerned what this closure and construction will do to property values in the Briggs Ranch area. This closure can only hurt our lake and boating experience as well as tourism to Folsom Lake. Please vote on the side of your fellow residents and the welfare of your community. Voters have good memories about these issues when election day rolls around again!</p>	Lynn Derrick
154	<p>Mr. Mayor, We am very distressed at the idea of closing the Folsom Point (Dyke 8) recreation are for seven years as it is used for a site to stage the dam reconstruction. [#154-1 Transportation.] We feel this is removing a vital part of the recreation for the city for an extended length of time. Not to mention the construction vehicles that will be traveling in and out the site for seven years. This will impact the traffic on Natoma (which will just be opening up for traffic across the dam once the new bridge is built), and will negatively effect our neighborhood due to the traffic and noise. [#154-2 PD alternative staging areas.] We can not believe that there is not a more appropriate place on the opposite side of the dam that cannot be used for this purpose. Our city and neighborhoods have taken such a hit in the past 5 years, can you not give us a break and use an area that will not negatively affect us for the next seven years? Please rethink your possibilities.</p>	Terry and Jim Lehman
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156	<p>Andy, [#156- Public Involvement meeting notification.] I just read on www.mvfolsom.com that the Bureau of Reclamation is considering planning on closing Folsom Point for 7 years as part of the flood protections changes planned for Folsom Lake. There apparently has been no public notice of this (at least that I saw) and yet I read there is a public hearing on Wednesday night. Does the city have a position on this? Folsom Point is the only lake access point (clay use and ramp) in the Sac County portion of the lake. It appears that once again the Bureau is doing whatever it wants without concerns for Folsom. Will the City Council be responding to this with a</p>	Doug Pepper

Transportation Impacts – It is recognized that construction projects involve increased transport of materials to the construction site. The project agencies will develop a transportation management plan that will include input from city traffic engineers. The plan will provide guidelines on preferred traffic routes, route restrictions, and time of day restriction on using certain routes. Transportation contractors will be required to adhere to the plan. See section 4.3.9 in Chapter 4 of the Final EIS/EIR for more information.

157		<p>position? I won't go into all my concerns at this point, hoping that the city officials share the same concern. I'm hoping that the city will back many of us who will be showing up at the meeting on Wednesday night.</p> <p>Dear Mr. Morin, Ms. Howell, Mr. King, Mr. Miklos and Mr. Starsky,</p> <p>Attached is the e-mail that I just sent to you regarding the closing of Folsom Point. While messages are making the rounds in our neighborhood encouraging us to voice our displeasure at the closing of Folsom Point, my understanding was that the closure was due to the building of the planned bridge. After reading another e-mail which I received just shortly after the one I sent you, I see my mistake and that the closure is due to the retrofit of the dam. However, my comments remain the same as this is yet, as I said below, another slap in the face for the residents of Briggs Ranch. How many ways can The City and the Bureau of Reclamation choose to affect one neighborhood?</p> <p>[REDACTED] #157-1 PD alternate staging areas.] My request is that another location for the staging area be chosen [REDACTED] #157-2 Transportation] [REDACTED] #157-3 Noise]. The residents of Briggs Ranch stand to lose property value, have increased traffic pouring through, and the noise levels caused by the construction of the bridge followed by it's use, will be unpleasant to deal with to say the least. To add to that the closure of Folsom Point, is just not right. Not to mention the mess, traffic issues and noise due to the construction of the retrofit.</p> <p>Thank you for listening.</p>
158	Vicky	<p>[REDACTED] #158-1 General] Save Folsom!!!!!!!!!!!!!!!!!!!!!!!</p>
159	Chantell Harp	<p>[REDACTED] #159-1 Recreation lake access closure] I heard a rumor that there is a possibility that Folsom Lake might be closed temporarily so it can be used as a staging area for construction of the new bridge at Folsom Dam. I am a Civil Engineer and I specialize in heavy construction so I understand the need for a laydown yard and staging area but I must protest the use of this vital recreation area for construction use. [REDACTED] #159-2 Recreation remaining lake access] This is a heavily used lake and the facilities for lake access are already impacted and overused. The boat ramp and parking lot at Folsom Point are always filled to capacity especially on weekends. This would be a tremendous impact on the community and should be avoided at all costs.</p> <p>The location itself does not lend itself to use as a laydown and staging area for the bridge as there is no overland access to the bridge site without entering the public right of way. [REDACTED] #159-3 PD alternate staging areas] I would think the property bounded by the Jail, Natoma Rd. and the exiting Dam Rd. would be better suited for this purpose.</p> <p>As a resident of Folsom and frequent Lake user I urge you consider other alternatives to closing Folsom Point.</p> <p>To Bureau of Reclamation,</p>
160	Anonymous	<p>I am submitting this letter to you regarding the irresponsible actions you and your administration are taking in your plans on closing Folsom Point (Dike 8)</p> <p>It is to be noted that over 140000 persons use this location to view and use Folsom Lake. Thus far Folsom has lost the use of the access the lower point parking lot near Negro Bar (After the construction of the new bridge), Then in 2001 you decided to close Vista Point due to security reasons (This decision did little to improve security by any means, I am a security specialist and Army Veteran) And now finally you want to close Folsom Point.</p> <p>I own a scuba shop in Folsom and made the decision to build here due to easy access to the lake. Over the years I have adapted to the closures of the other two sites and found myself training students off of Folsom Point. While the restrictions have become difficult, they were manageable. It has taken over 10 years of my life to build and develop a successful business here in Folsom. [REDACTED] #160-1 EIS Process economic study] Your lack of conducting a financial impact study or minimum impact study is atrocious to say the least.</p> <p>[REDACTED] #160-2 PD alternate staging areas] I have having difficulty in understanding why the Bureau of Reclamation cannot use the parking lot</p>

Sequence number: 1

Author:

Subject: #160-1

Date: 3/14/2007 6:58:08 PM

T An economic study is not required for an EIS unless there would be physical or natural effects as a result of the economic impacts. The Draft EIS/EIR did include an economic discussion. See Socioeconomic Comment Response #12-1.

Sequence number: 2

Author:

Subject: #157-2

Date: 3/14/2007 6:54:57 PM

T Transportation Impacts – It is recognized that construction projects involve increased transport of materials to the construction site. The project agencies will develop a transportation management plan that will include input from city traffic engineers. The plan will provide guidelines on preferred traffic routes, route restrictions, and time of day restriction on using certain routes. Transportation contractors will be required to adhere to the plan. The cumulative noise impacts of Folsom DS/FDR and the New Folsom Bridge Project are expected to occur during the same period beginning in 2008. Both projects include mitigation measures to reduce noise impacts to less than significant levels. Noise impacts and mitigation for the new Folsom Dam Bridge are presented in the U.S. Army Corps of Engineers. 2006, American River Watershed Project Folsom Bridge Draft SEIS/EIR, May 2006. See section 4.3.9 in Chapter 4 of the Final EIS/EIR for more information.

Sequence number: 3

Author:

Subject: #159-3

Date: 3/15/2007 5:30:57 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #159-2

Date: 3/15/2007 5:30:48 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #159-1

Date: 3/15/2007 5:30:37 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #157-1

Date: 3/15/2007 5:30:10 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7

Author:

Subject: #160-2

Date: 3/15/2007 5:31:13 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 8

Author:

Subject: #158-1

Date: 3/15/2007 5:30:27 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 9

Author:

Subject: #157-3

Date: 3/14/2007 6:55:19 PM

157		<p>position? I won't go into all my concerns at this point, hoping that the city officials share the same concern. I'm hoping that the city will back many of us who will be showing up at the meeting on Wednesday night.</p> <p>Dear Mr. Morin, Ms. Howell, Mr. King, Mr. Miklos and Mr. Starsky,</p> <p>Attached is the e-mail that I just sent to you regarding the closing of Folsom Point. While messages are making the rounds in our neighborhood encouraging us to voice our displeasure at the closing of Folsom Point, my understanding was that the closure was due to the building of the planned bridge. After reading another e-mail which I received just shortly after the one I sent you, I see my mistake and that the closure is due to the retrofit of the dam. However, my comments remain the same as this is yet, as I said below, another slap in the face for the residents of Briggs Ranch. How many ways can The City and the Bureau of Reclamation choose to affect one neighborhood?</p> <p>[#157-1 PD alternate staging areas.] My request is that another location for the staging area be chosen. [#157-2 Transportation] [#157-3 Noise]. The residents of Briggs Ranch stand to lose property value, have increased traffic pouring through, and the noise levels caused by the construction of the bridge followed by it's use, will be unpleasant to deal with to say the least. To add to that the closure of Folsom Point, is just not right. Not to mention the mess, traffic issues and noise due to the construction of the retrofit. Thank you for listening.</p>
158	Vicky	<p>[158-1 General] Save Folsom!!!!!!!!!!!!!!!!!!!!!!</p>
159	Chantell Harp	<p>[#159-1 Recreation lake access closure] I heard a rumor that there is a possibility that Folsom Lake might be closed temporarily so it can be used as a staging area for construction of the new bridge at Folsom Dam. I am a Civil Engineer and I specialize in heavy construction so I understand the need for a laydown yard and staging area but I must protest the use of this vital recreation area for construction use. [#159-2 Recreation remaining lake access] This is a heavily used lake and the facilities for lake access are already impacted and overused. The boat ramp and parking lot at Folsom Point are always filled to capacity especially on weekends. This would be a tremendous impact on the community and should be avoided at all costs.</p> <p>The location itself does not lend itself to use as a laydown and staging area for the bridge as there is no overland access to the bridge site without entering the public right of way. The size and type of equipment and material needed for constructing this bridge would not be allowed to travel on the public roads. [#159-3 PD alternate staging areas] I would think the property bounded by the Jail, Natoma Rd. and the exiting Dam Rd. would be better suited for this purpose.</p> <p>As a resident of Folsom and frequent Lake user I urge you consider other alternatives to closing Folsom Point.</p> <p>To Bureau of Reclamation,</p>
160	Anonymous	<p>I am submitting this letter to you regarding the irresponsible actions you and your administration are taking in your plans on closing Folsom Point (Dike 8)</p> <p>It is to be noted that over 140000 persons use this location to view and use Folsom Lake. Thus far Folsom has lost the use of the access the lower point parking lot near Negro Bar (After the construction of the new bridge), Then in 2001 you decided to close Vista Point due to security reasons (This decision did little to improve security by any means, I am a security specialist and Army Veteran) And now finally you want to close Folsom Point.</p> <p>I own a scuba shop in Folsom and made the decision to build here due to easy access to the lake. Over the years I have adapted to the closures of the other two sites and found myself training students off of Folsom Point. While the restrictions have become difficult, they were manageable. It has taken over 10 years of my life to build and develop a successful business here in Folsom. [#160-1 EIS Process economic study] Your lack of conducting a financial impact study or minimum impact study is atrocious to say the least. [# 160-2 PD alternate staging areas] I have having difficulty in understanding why the Bureau of Reclamation cannot use the parking lot</p>

TNoise – Noise production is a recognized outcome of any construction project, including projects that involve transport of materials. The noise impacts due to the Folsom DS/FDR action is discussed in detail in Section 3.10 of the Draft EIS/EIR. The City of Folsom, and Sacramento, El Dorado, and Placer counties have noise ordinance measures that limit the amount of construction noise during the daytime and at night. The Project Agencies will be required to meet those levels and will implement mitigation measures to ensure that noise standards are met. Also see Section 4.3.10 in Chapter 4 of the Final EIS/EIR.

<p>161</p>	<p>Naomi Wooten</p>	<p>at Vista Point (currently closed site) for a staging area for its equipment. Why is it that you cannot use an area that has security guards, with restricted vehicle access already in place. If equipment needs to be moved via water that a simple boat ramp could not be graded in place. I have surveyed the area at Vista Point both on land and underwater and it would seem to me that a boat ramp could easily be built there at minimum cost without impacting the general public. This option would not effect the general public at all, and with security being present and limited access all of your equipment would be in a much more secure location. The parking lot at Vista Point is large enough to secure any equipment you have for the entire project. I realize that this may also cause you some minor logistics issues as equipment may have to be moved to the work area. But the needs and desires of the many out weight the needs and the desires of the few.</p> <p>#160-3 Recreation remaining lake access] As far as impacting the boating general population, I have seen lines as far back as 20-30 boats waiting to use Folsom Point during the summer. Now you expect these same people to go to Browns Ravine, Beales Point or Granite Bay to launch their boats. With their compacity already over 100% use. One only has to contact the Folsom Parks and Recreations Officers and ask them how many times, altercations have occurred, over boat ramps being used beyond their limits. Short tempers due to long waits in line, just to gain access to launch at Granite Bay or Browns Ravine are normal already. The closure of Folsom Point and redirection of these boaters to above mentioned launch ramps, will no doubt have considerable repercussions on the entire lake area.</p> <p>#160-4 Public Involvement notification of project] If the Bureau of Reclamation has a need to conduct repairs or construction, I am confident that you have known of these repair for quite some time, You have had plenty of time to prepare for this repair, and part of it should have included an impact study and preparations should have been made long in advance with notification being given to local businesses and residence to address this issue. Poor planning results in poor performance. The actions over the last few years regarding the access to the water at: Lake Natoma, Vista Point and now Folsom Point. Seem to show little if no regard to impact on the public use of these facilities. I would be willing to bet that if a endangered field mouse or other species had habitat in the area you would halt this action. But no thought has been given to the HUMANS that paid for access to use of this facility.</p> <p>#160-5 Public Involvement] Dropping the decision on our laps, with little response time, and little ability to react, only demonstrates that the Bureau of Reclamation was not interested in hearing about any of the repercussions of its decision. It further demonstrates a totalitarian attitude of the Bureau of Reclamation exists and needs to be addressed.</p> <p>#160-6 Socioeconomics businesses] I am opposed to closure of any part Folsom Point (Dike 8) for any amount of time. You have made decisions without looking at the financial or environmental impact it will have on Folsom. The general population and all businesses and will be impacted by this poor decision, including mine. Our government is supposed to work for us not against us. This aligns on a 12000.00 dollar Air Force hammer purchase, as far as government overlooking spending and decision making abilities.</p> <p>To Whom It May Concern:</p>
<p>162</p>	<p>Kristine Olding and Family</p>	<p>#161-1 Recreation lake access closure] Please do not close Folsom Point to scuba divers! We have already lost several important local spots. Folsom Point is a convenient place to practice skills when I cannot get to Monterey. I have spent many hours there honing my skills and having fun, and I hope to continue to do so in the future. I think it's an especially great place to have scuba classes because you don't have to deal with surf, salt, and sand; diving there reduces stress for new divers or those of us practicing skills.</p> <p>#162-1 Recreation lake access closure PD alternate staging areas] It has been bad enough that the DAM Road has been closed but to ruin the wonderful recreation area of FOLSOM POINT by closing it for 7 years is ridiculous. Do the construction at Beale's point or at the DAM road or on the prison grounds but don't wreck our lives by closing the Folsom Point.</p> <p>DO NOT CLOSE FOLSOM POINT!!!!!!!!!!!!!!!</p>
<p>163</p>	<p>Daryl Stieve</p>	<p>Shawn, Becky</p>

Sequence number: 1

Author:

Subject: #162-1

Date: 3/15/2007 5:31:53 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #160-4

Date: 3/14/2007 6:58:46 PM

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #160-3

Date: 3/15/2007 5:31:24 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #161-1

Date: 3/15/2007 5:31:42 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #160-6

Date: 2/21/2007 3:26:45 PM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 6

Author:

Subject: #160-5

Date: 3/14/2007 6:58:59 PM

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

164		<p>#163-1 Recreation lake access closure] I feel that closing Folsom Point is not in the best interest of the area business and boat dealers. Lake recreation would be cut by at least 35 %, Granite Bay and Browns Ravine are a zoo with Folsom Point open, closed it would be impossible to access the lake, the monetary loss to state parks is also added into this situation including my yearly pass. I'm sure that other areas could be used for staging, A 5-6 acre site at the north and south ends of the dam could be used that are now growing weeds and the area behind Morman island dam, I'm sure the city of Folsom would assist as well.</p> <p>To who it may concern:</p>
165	<p>Dan & Sheri Stafford, and family</p> <p>Robert Halldorson</p>	<p>#164-1 Recreation lake access closure] I am writing this to you in hopes that you will reconsider the closure of the Folsom Point Boat Launch area.] Folsom has already been hit hard with the closure of the Damn Road. Folsom is a beautiful community with a great lake that supports, Granite Bay, El Dorado Hills and Folsom, having three entrances into the lake for boat launching. You have already crippled the city with the damn closure; now you want to attack our Lake. #164-2 Recreation remaining lake access] You can only load your boats in three different locations, which accommodates many local cities, with a lot of boaters. This is what drew people to buy in this area. The "Lake" is the "draw" to Folsom and the surrounding cities. Why would you do this to us? Closing this point will effect all of our summer activities. Please, Please reconsider this for our community. We have a boat, we love the lake, this is where our we and our neighbors spend time in the spring, summer and early fall. Do not take this away from us!!!</p> <p>#165-1 General] Losing folsom point for seven years, this is a bad idea all around. There has got to be another way. I say you don't let them proceed until they find it!</p>
166	<p>Garth C Hall EBMUD</p>	<p>Hi Shawn ...</p> <p>Please use me as your primary contact at EBMUD in this regard.</p> <p>Best regards,</p> <p>Garth C. Hall <i>East Bay Municipal Utility District</i> 375 Eleventh Street, MS 407 Oakland, CA 94607-4240 tel: 510.287.2061 fax: 510.287.1295</p> <p>January 24, 2007</p> <p>Mr. Shawn Oliver U.S. Bureau of Reclamation 7794 Folsom Dam Road Folsom, CA 95630</p> <p>Ms. Rebecca Victorine U.S. Army Corps of Engineers 1325 J Street Sacramento, CA 95814-2922</p>

Sequence number: 1

Author:

Subject: #164-2

Date: 3/16/2007 12:22:41 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #163-1

Date: 3/15/2007 5:32:09 PM

T Please see the Topical Responses for Recreation in Section 4.3.1 and Socioeconomics in Section 4.3.3 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #164-1

Date: 3/15/2007 5:32:17 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #165-1

Date: 3/16/2007 12:22:50 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

	<p>RE: Folsom Dam Safety and Flood Damage Reduction EIS/EIR</p> <p>Dear Mr. Oliver and Ms. Victorine:</p> <p>The East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Draft EIS/EIR prepared on the Folsom Dam Safety and Flood Damage Reduction project. EBMUD is responsible for supplying water to parts of Alameda and Contra Costa counties on the eastern side of San Francisco Bay in northern California. EBMUD's water system serves approximately 1.3 million people in a 325-square-mile area. In 2006, the District executed a long-term renewal contract with the U.S. Bureau of Reclamation (Reclamation) for a supplemental dry-year supply from the Central Valley Project (CVP). As a CVP contractor, the operations of Folsom Dam and its appurtenant facilities are of concern to EBMUD. It is in this context that we offer the following comments on the Draft EIS/EIR.</p> <p>#166-1 No Action Alternative] 1. <i>The document does not adequately support the use of the 400,000/670,000 acre foot variable reservation of flood control space (operating rule) as a key assumption in the No Action Alternative.</i></p> <p>The Interim Flood Operations Agreement (Agreement) between the Sacramento Area Flood Control Agency (SAFCA) and Reclamation includes an interim 400,000/670,000 acre foot operating rule. The Agreement and operating rule were intended only to provide a temporary, interim flood damage reduction benefit until the Corps' outlet modification project was completed. At this time there is no mechanism in place to compel continuation of the interim operating rule beyond 2018. NEPA requires that a no action alternative account for a predicted change in future conditions. Given that the agreement is currently scheduled to expire shortly after or during the construction of the improvements described in the DEIS/EIR, the no action alternative should use the pre-1993 400,000 acre foot rule as the default.</p> <p>#166-2 Impacts reoperation] 2. <i>The Draft EIS/EIR's discussion of impacts and alternatives is insufficient because the document fails to address the implementation of new operations.</i></p> <p>The document states that any consideration of the impacts of changed operations cannot be determined and defers this discussion and development of operational alternatives to a point after this project has commenced. At that later point, however, operational alternatives could be constrained or favored by the physical solution that is selected and constructed. In addition, the range of alternatives examined in the Draft EIS/EIR does not encompass alternatives involving downstream levees. Where the Water Resources Development Act of 1996 contemplates development and implementation of a flood damage reduction plan for the American River, no such plan is accounted for in the Draft EIS/EIR. As a result, the flood control alternatives and their impacts are too narrowly described in the Draft EIS/EIR to meet the requirements of NEPA. The studies should be completed and described in a more comprehensive set of alternatives before a revised draft EIS/EIR is issued and operational impacts should be considered to the extent possible.</p> <p>#166-3 Impacts indirect and cumulative economic impacts to water users] 3. <i>The Draft EIS/EIR should address the range of financial impacts on CVP water contractors.</i></p> <p>Because the Draft EIS/EIR has deferred any discussion or evaluation of operational rules, there are no estimates of the economic/financial impact to CVP water contractors, due to likely changes to the operation of Folsom reservoir resulting from the</p>
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Sequence number: 1

Author:

Subject: #166-3

Date: 3/14/2007 7:04:48 PM

T Impacts and economic impacts to water users – Permanent re-operation of Folsom Reservoir is outside the scope of the EIS/EIR. The Corps has committed to a collaborative process with CVP water and power contractors, Reclamation and other stakeholders to develop a consensus approach to permanent re-operation. The Corps has consistently stated that no final decision will be made on permanent re-operation pending the outcome of that process.

Sequence number: 2

Author:

Subject: #166-1

Date: 3/15/2007 11:59:52 AM

T No Action Alternative Operations Presentation – The authorization for the Folsom Modifications Project directs the Corps to change the variable flood storage space at Folsom Reservoir from the current interim operation of 400,000 acre-feet to 670,000 acre-feet to a 400,000 acre-feet to 600,000 acre-feet (400/600) permanent variable flood space operation once the Folsom Modifications Project has been implemented. Corps, with coordination by Reclamation, will develop a new flood control manual for Folsom Dam for implementation prior to completion of the JFP Auxiliary Spillway. The new flood control manual feature is currently being scoped as a parallel process and is not linked to the Folsom DS/FDR. **Therefore, operations are analyzed and disclosed based on current operational requirements in this EIS/EIR. The parallel flood control manual development and study will include variable flood storage space, including analysis of forecast based operations, new flood release schedules and a plan component for repayment of potential water supply losses resulting from implementation of this flood control manual. This parallel study will be a collaborative process with the appropriate level of environmental analysis, public, agency and stakeholder coordination, and supplemental environmental compliance documentation. The existing water control manual is for a fixed flood space of 400,000 acre-feet. A new NEPA document will be required to analyze impacts of changing the operation from the fixed 400,000 acre-feet in the existing water control manual to a 400,000 acre-feet to 600,000 acre-feet (400/600) permanent variable flood space operation in a new water control manual. This NEPA document will also be completed as part of the process.**

Sequence number: 3

Author:

Subject: #166-2

Date: 3/15/2007 11:58:06 AM

T Impacts of Reoperations- Although it is recognized that there is a need to update the Water Control Manual, that need and process are totally separate from the Folsom DS/FDR actions. The authorization for the Folsom Modifications Project directs the Corps to change the variable flood storage space at Folsom Lake from the current interim operation of 400,000 acre-feet to 670,000 acre-feet to a 400,000 acre-feet to 600,000 acre-feet (400/600) permanent variable flood space operation once the Folsom Modifications Project has been implemented. The Corps, with coordination by Reclamation, will develop a new flood control manual for Folsom Dam for implementation prior to completion of the JFP Auxiliary Spillway. The new flood control manual feature is currently being scoped as a parallel process and is not linked to the Folsom DS/FDR. **Therefore, in this EIS/EIR, operations are analyzed and disclosed based upon current operational requirements. The parallel flood control manual development and study will include variable flood storage space, including analysis of forecast based operations, new flood release schedules and a plan component for repayment of potential water supply losses resulting from implementation of this flood control manual. This parallel study will be a collaborative process with the appropriate level of environmental analysis, public, agency and stakeholder coordination, and appropriate NEPA/CEQA documentation.**

167		<p>Proposed Project and other alternatives. In turn, no remedies have been identified to compensate CVP water contractors for likely operational changes that could result in reduced water supply. The document, in other words, has failed to consider the indirect and cumulative impacts that are likely to result from the project.]</p> <p>EBMUD requests that the Corps and Bureau of Reclamation consider these issues in finalizing the Draft EIS/EIR. We appreciate the opportunity to comment on this document and look forward to future opportunities to participate in the changes contemplated for Folsom Dam.</p> <p>Sincerely, Alexander R. Coate Manager of Water Supply Improvements</p> <p>ARC:GCH:acr cc: Rob Alcott, EBMUD Karen Donovan, EBMUD</p> <p>Hello,</p>
168	Kelly James	<p>[#167-1 Recreation lake access closure] I saw the article on Folsom Point on the News 10 website regarding the closing of Folsom Point for seven years. I live in Folsom and use the lake on a regular basis. Closing a major ramp and parking lot is going to cause major problems during the summer, not only for Folsom residents but for all who use Folsom's recreational facilities.</p> <p>I urge you to find another solution that will not adversely impact the community.</p> <p>Dear Sir:</p>
169	Gary Devers Director Raynor Tsuneyoshi	<p>[#168-1 Recreation lake access closure] If you intend on closing Folsom Point I will sell my boat and for the first time in twenty years not buy a season pass. This launch is used by myself and most of my friends in the area. Please revise your staging area somewhere else, my family loves the lake and will miss it in the event you use the parking lot for a staging area.</p> <p>Calif. Dept. of Boating and Waterways 2000 Evergreen Street, Suite 100 Sacramento, Calif. 95815 Tel: 916.263.4330 Fax: 916.263.0648</p> <p style="text-align: right;">January 22, 2007</p> <p style="text-align: right;">Shawn Oliver Bureau of Reclamation 7794 Folsom Dam Road Folsom, CA 93630</p>

Sequence number: 1

Author:

Subject: #168-1

Date: 3/15/2007 5:32:56 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #167-1

Date: 3/15/2007 5:32:45 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

		<p>Dear Shawn Oliver:</p> <p>#169-1 Recreation lake access closure The California Department of Boating and Waterways strongly urges the Bureau of Reclamation to refrain from closing the Folsom Point recreation area to visitors while Folsom Dam is undergoing modification.</p> <p>The Folsom Point boat launching facility is very important to the thousands of recreational boaters each year who rely on this launch ramp for access to Folsom Lake. #169-2 Recreation remaining lake access While there is another boat launching ramp at nearby Browns Ravine, it is not large enough to handle the additional boater demand that would be created by the closure of the Folsom Point launching facility.</p> <p>Sincerely,</p> <p><i>Original Signed By:</i></p> <p>Raynor Tsuneyoshi Director</p>
170	Karin Miller	<p>#170-1 Recreation lake access closure I would like to voice my opinion not to close Folsom Point. My husband and I moved here from our childhood homes in the Bay Area specifically to be close to the lake and enjoy the recreation of the Folsom area and quaint neighborhood. We live in Briggs Ranch and bought a boat two years ago, we take my 10-yr. old son and his friends on the boat each summer and feel privileged to be so close to the lake. The reason people move to Folsom is for all of the wonderful things (especially the lake). We hope you make decisions that are for the benefit of the people that live their today!</p>
171	Joel & Cathy Miller	<p>Mr. Oliver, sacrifice is necessary, even though we will be affected.</p> <p>#171 In support of project Those same people that are against the closure would be the 1st to put the blame on the gov. if there was a flood. Do the right thing!</p>
172	Leslie Nagel	<p>Mr. Finnegan:</p> <p>#172-1 Recreation lake access closure PD alternate staging areas I would like to put my two cents in about the possibility of closing Folsom Point for work on the dam at Folsom Lake. My family and I are against the closing of Folsom Point and would prefer that an alternate site be found.</p>
173	Derek & Deborah Reinbolt	<p>Mr. Shawn Oliver, Bureau of Reclamation and Ms. Becky Victorine, US Army Corp of Engineers</p> <p>Hello, My wife Debbie, our two school age children and myself have lived in Folsom since August of 1993. One of the main reasons we moved to Folsom was the wonderful lake (Folsom Lake), located in the town. This lake provides much needed recreation, boating, picnicking, etc. ... for area residents during the warm months of the year. We frequent the lake often during the summer and have enjoyed many days boating there. We have introduced many families and children to boating, water skiing, tubing and other water sports over the years. #173-1 Recreation lake access closure and remaining lake access As you may or may not be aware, there is VERY limited access to the lake and there are principally only three boat ramps. Granite Bay, Browns Ravine and Folsom Point are the launching points on the lake for power boats and each includes limited parking for lake guests and car/trailer parking. On most weekends and holidays, these three ramps are busy most of the day and parking lots filled by late morning, at which point no more</p>

Sequence number: 1
Author:
Subject: #169-2
Date: 3/16/2007 12:23:28 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2
Author:
Subject: #173-1
Date: 3/15/2007 5:33:56 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3
Author:
Subject: #172-1
Date: 3/15/2007 5:33:39 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4
Author:
Subject: #169-1
Date: 3/15/2007 5:33:08 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5
Author:
Subject: #170-1
Date: 3/15/2007 5:33:20 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6
Author:
Subject: #171-1
Date: 2/20/2007 1:03:02 PM -08'00'

T The Bureau of Reclamation and the Corps of Engineers appreciates the comment reflecting support for the project.

		<p>boats are permitted on the lake. Browns' Ravine has the most limited facilities for launching boats and parking vehicles. If Folsom Point was to be closed, this would leave two ramp/parking facilities, one of which is the least desirable of the three. The Folsom community was injured after the events of 9/11 when the Bureau of Reclamation took advantage of this opportunity to close the Dam road. Many businesses have closed, were forced to relocate to stay in business or have been strapped financially due to the traffic created as a result of this closure. The community has endured the closure of a main artery to and from Folsom and is hopeful that the bridge connecting Granite Bay with Folsom will be built soon. 173-2 Socioeconomics businesses 173-3 Property values Closing Folsom Point for SEVEN years will deal the community another blow and likely cause property values to fall, businesses to close, increase traffic and hurt the style of living that many of us moved to Folsom to enjoy. Some might say "it is only seven years". In seven years my oldest daughter will be a junior in college and my youngest will be a senior in high school. The Folsom community is primarily families and I would fully expect that most feel the same way about the possible closure. The best location for construction and staging is right next to where the spillway is scheduled to be built. This area has been closed to the public since 9/11 and would be ideal, as it is not currently used and the materials would be at the closest point for ultimate construction placement. There is ample truck access to this area as existing roads could be used and the area is already secured from the public. Security and safety would be better than anywhere else as a result. We understand that another spillway may be needed for Folsom Lake. The people of Folsom are not against building the spillway, only the negative impact on this great community as a result of closing one of the few access points to Folsom Lake in Folsom that is simply not necessary. Please reconsider the location for staging the spillway construction and keep Folsom Point open to the public so the community can enjoy this wonderful Lake.</p>
<p>174</p>	<p>Mr. Shawn Oliver and Ms. Becky Victorine, 174-1 Recreation access closure/alternatives</p>	<p>As a user of the Granite Bay launching point to Folsom Lake I'm very concerned over the news I heard about the closure of Folsom Point for seven years!! It is already very crowded at the launch areas on the weekends and closing another point will make it even worse. We have already had to endure the closure of access to Folsom with the closure of the Dam road, which hurt Folsom deeply. Aren't there some alternatives for the construction and staging like right next to the spillway where a road was already closed to the public? I understand that the spillway is needed but can't it be done without more inconvenience to the residents and uses of the lake? Please reconsider the location for staging and the spillway construction and keep Folsom Point open to the public so we can enjoy the lake.</p>
<p>175</p>	<p>Stacey Mefford</p>	<p>Dear Mr. Finnegan, and To all of you who can make a difference: 175-1 Recreation lake access closure As a resident of Folsom, I am asking that you do everything in your power to keep Folsom Point State Park open..... It is such a Blessing to have this beautiful park in our midst. What a loss it would be if it was taken it away..... This is a family community. We bring our children and grandchildren to the area to walk, picnic, fish and enjoy nature....At the least it is such a peaceful place to get away from busy schedules and just reflect on what is important.....and this issue is important!! 175-2 Socioeconomic businesses Also, this is a popular boating area and the closure would definitely impact the businesses in the area, especially in the summer.. Business owners have expressed great concern. Folsom has already suffered a lot of business closures due to the impact of closing the DAM Road. We ask you please to help us in this endeavor.</p>
<p>176</p>	<p>Cheryl & Andy Kurimay Chere' Presley</p>	<p>To all of our honorable representatives: Please be advised that we, citizens of Folsom, CA have been put on notice that a proposed closure of our local state park is scheduled for the fall of 2007. The 100% closure is for a lengthy period of 6 - 7 years. This proposal comes from the Bureau of Reclamation and the U.S.Army Corps of Engineers. It is our understanding that our beautiful park and recreation area will be used as a construction staging area for different work projects on the dam and Mormon Island Spillway by the Bureau and Army Corps of Engineers. It is our belief that this closure will have deep and dramatic effects on families, businesses, tourism and the environment. The</p>

Sequence number: 1

Author:

Subject: 173-3

Date: 3/14/2007 7:08:01 PM

T Residential Property Values - Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.3 and 4.3.5 in Chapter 4 of the Final EIS/EIR for more information. As described in Chapter 2 and 4 of the Final EIS/EIR, Folsom Point would remain open for recreation during the peak season; therefore, there would be no impacts to property values from the closure of Folsom Point.

Sequence number: 2

Author:

Subject: #173-2

Date: 2/21/2007 3:29:19 PM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 3

Author:

Subject: #174-1

Date: 3/16/2007 12:23:50 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #175-1

Date: 3/15/2007 5:34:20 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #175-2

Date: 2/21/2007 3:29:49 PM -08'00'

T Socioeconomics - See Response to Comment #12-1

		<p>consequences are far reaching. [REDACTED] #176-1 Recreation lake access closure/alternatives.] This is a family community. We bring our children to the lake to walk, bike, swim, picnic, fish, boat and just enjoy nature. This scenario is repeated over and over again. Folsom Point is one of the reasons people buy homes in this area. This park is one of the jewels of Folsom. Bird Watchers frequent the park. [REDACTED] #176-2 Vegetation and Wildlife.] I might point out that even though the Bald Eagle is no longer on the endangered species list, it is still protected by the "Bald and Gold Eagle Protection Act". It is my understanding that one of the afforded protections is not to disturb the nesting area or flight pattern area. This needs more investigation. We have not been given adequate time to investigate the impact that this proposal will have on our environment. We have other migratory birds that now nest there as well. [REDACTED] #176-3 Air quality.] The environmental impact on our air quality could be dangerous for residents. This is a pathway for many other animals as well. Rattlesnakes also reside at Folsom Point. [REDACTED] #176-4. Socioeconomics businesses.] The businesses in Folsom will definitely realize a financial impact. Our business owners look forward to the summer months when tourists and other lake traffic provide much needed revenue. Our businesses suffered with the closure of the Dam Road and now this may be the proverbial "straw" for financial loss. Business owners have expressed a great concern. We do not oppose positive improvements on the dam. We request a staging area that will not hurt so many families, businesses, wildlife, and real estate values. [REDACTED] #176-5 Public Involvement.] In all truth we have not been given adequate time in which to address these issues. Our first notice was on January 9th, 2007. We were advised that 3,000 flyers were sent out. This is a city with a population of 63,000. The deadline given to us to discuss the closure is January 22, 2007. That was essentially "no notice." We need counsel as to our rights and the right of the wildlife who cannot speak for themselves.</p> <p>We ask all of you, as our voice and representatives, to please aid us in this endeavour.</p>
<p>177</p>	<p>Mayor Morin:</p>	<p>[REDACTED] #177-1 Recreation lake access closure/alternatives] I want to urge you to take action to weigh in on the potential USBR closure of the major recreation and boating facilities at Folsom Lake at Folsom Point and other locations. This could eliminate the major recreation and boating access for up to 7 years! My 13 year old son would be an adult by the time the facilities reopened for our family's use. USBR needs to revise its draft EIR to include the use of other areas for spillway construction staging--other areas besides those already in use by hundreds of thousands every year. I am sure that there are sites that could be developed at slightly more cost than already developed areas such as boat launch facilities, but those minor costs are small in such a huge project as that being done on Folsom Lake. We all agree that the work needs done, but USBR needs to find alternatives that will allow uninterrupted use of the Lake's boating facilities at the busiest State Park in the area. That is a very high value, especially for Folsom residents.</p> <p>Please let USBR know that you want an alternative that does not use the valuable boating facilities as the cheapest location for construction staging. Comments are due by this Friday, and can be emailed to USBR at: soliver@mp.usbr.gov and mfinnegan@mp.usbr.gov, 916-988-1707.</p>
<p>178</p>	<p>Dan Otis Angie McLaughlin</p>	<p>Thanks for helping us protect the use of Folsom State Park recreation and boating facilities for the hundreds of thousands of California taxpayers using the facilities, and the residents and businesses of Folsom.</p> <p>[REDACTED] #178-1 Recreation lake access closure] The closure of Folsom Point by the Bureau of Reclamation will have a deep effect on our family community. We take our children to Folsom Lake to swim, bike, hike, fish, boat, & enjoy nature. This is our only access to the lake in this area.</p> <p>[REDACTED] #178-2 Socioeconomics businesses] [REDACTED] #178-3 Property values] Closing it will hurt businesses & have a definite financial impact. Businesses in this area have already been hurt by the closure of Folsom Dam. It will also effect housing in the area. The environmental impact also needs to be investigated before any decision is made.</p> <p>[REDACTED] #178-4 Public Involvement notification of project] Folsom citizens were not given proper notice of this "Proposed" closure.</p>

Sequence number: 1

Author:

Subject: #176-3

Date: 3/14/2007 9:07:48 PM

T Air Quality - All construction projects involving large equipment produce air quality emissions. Chapter 3.3 of the EIS/EIR describes the types of emissions possible for this project. Reclamation has already initiated discussions with the Sacramento Metropolitan Air Quality Management District on emission controls and mitigation requirements. All construction work will comply with the air quality emissions requirements, that have been established to protect human health, and as presented by the Air Quality Management District. Also see Section 4.3.11 of Chapter 4 in the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #176-5

Date: 3/4/2007 12:37:37 PM -08'00'

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #176-1

Date: 3/15/2007 5:34:34 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #176-4

Date: 3/14/2007 9:08:59 PM

T Socioeconomics - See Response to Comment # 12-1

Sequence number: 5

Author:

Subject: #178-3

Date: 3/14/2007 9:10:16 PM

T Residential Property Values - Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.3 and 4.3.5 in Chapter 4 of the Final EIS/EIR for more information. As described in Chapter 2 and 4 of the Final EIS/EIR, Folsom Point will remain open for recreation during the peak season; therefore, there would be no impacts to property values from the closure of Folsom Point.

Sequence number: 6

Author:

Subject: #177-1

Date: 3/15/2007 5:34:47 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7

Author:

Subject: 178-4

Date: 3/14/2007 9:10:28 PM

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 8

Author:

Subject: #176-2

Date: 3/16/2007 4:32:38 PM

		<p>consequences are far reaching. [#176-1 Recreation lake access closure/alternatives.] This is a family community. We bring our children to the lake to walk, bike, swim, picnic, fish, boat and just enjoy nature. This scenario is repeated over and over again. Folsom Point is one of the reasons people buy homes in this area. This park is one of the jewels of Folsom. Bird Watchers frequent the park. [#176-2 Vegetation and Wildlife.] I might point out that even though the Bald Eagle is no longer on the endangered species list, it is still protected by the "Bald and Gold Eagle Protection Act". It is my understanding that one of the afforded protections is not to disturb the nesting area or flight pattern area. This needs more investigation. We have not been given adequate time to investigate the impact that this proposal will have on our environment. We have other migratory birds that now nest there as well. [#176-3 Air quality.] The environmental impact on our air quality could be dangerous for residents. This is a pathway for many other animals as well. Rattlesnakes also reside at Folsom Point. [#176-4. Socioeconomics businesses.] The businesses in Folsom will definitely realize a financial impact. Our business owners look forward to the summer months when tourists and other lake traffic provide much needed revenue. Our businesses suffered with the closure of the Dam Road and now this may be the proverbial "straw" for financial loss. Business owners have expressed a great concern. We do not oppose positive improvements on the dam. We request a staging area that will not hurt so many families, businesses, wildlife, and real estate values. [#176-5 Public Involvement.] In all truth we have not been given adequate time in which to address these issues. Our first notice was on January 9th, 2007. We were advised that 3,000 flyers were sent out. This is a city with a population of 63,000. The deadline given to us to discuss the closure is January 22, 2007. That was essentially "no notice." We need counsel as to our rights and the right of the wildlife who cannot speak for themselves.</p> <p>We ask all of you, as our voice and representatives, to please aid us in this endeavour.</p> <p>Mayor Morin:</p> <p>[#177-1 Recreation lake access closure/alternatives] I want to urge you to take action to weigh in on the potential USBR closure of the major recreation and boating facilities at Folsom Lake at Folsom Point and other locations. This could eliminate the major recreation and boating access for up to 7 years! My 13 year old son would be an adult by the time the facilities reopened for our family's use. USBR needs to revise its draft EIR to include the use of other areas for spillway construction staging--other areas besides those already in use by hundreds of thousands every year. I am sure that there are sites that could be developed at slightly more cost than already developed areas such as boat launch facilities, but those minor costs are small in such a huge project as that being done on Folsom Lake. We all agree that the work needs done, but USBR needs to find alternatives that will allow uninterrupted use of the Lake's boating facilities at the busiest State Park in the area. That is a very high value, especially for Folsom residents.</p> <p>Please let USBR know that you want an alternative that does not use the valuable boating facilities as the cheapest location for construction staging. Comments are due by this Friday, and can be emailed to USBR at: soliver@mp.usbr.gov and mfinnegan@mp.usbr.gov, 916-988-1707.</p> <p>Thanks for helping us protect the use of Folsom State Park recreation and boating facilities for the hundreds of thousands of California taxpayers using the facilities, and the residents and businesses of Folsom.</p>
<p>177</p>	<p>Dan Otis</p>	<p>[#178-1 Recreation lake access closure] The closure of Folsom Point by the Bureau of Reclamation will have a deep effect on our family community. We take our children to Folsom Lake to swim, bike, hike, fish, boat, & enjoy nature. This is our only access to the lake in this area.</p> <p>[#178-2 Socioeconomics businesses] [#178-3 Property values] Closing it will hurt businesses & have a definite financial impact. Businesses in this area have already been hurt by the closure of Folsom Dam. It will also effect housing in the area. The environmental impact also needs to be investigated before any decision is made.</p> <p>[#178-4 Public Involvement notification of project] Folsom citizens were not given proper notice of this "Proposed" closure.</p>
<p>178</p>	<p>Angie McLaughlin</p>	

T Vegetation and Wildlife - See Responses to Comment #151-2

See Section 4.3.12 in Chapter 4 of the Final EIS/EIR for more information.

Sequence number: 9

Author:

Subject: #178-1

Date: 3/15/2007 5:35:11 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 10

Author:

Subject: #178-2

Date: 2/21/2007 3:31:28 PM -08'00'

T Socioeconomics - See Response to Comment #12-1

179		<p>Please help prevent this closure.</p> <p>#179-1 Recreation lake access closure.] I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well.</p> <p>Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.</p>
180	Liz Young	<p>To whom it may concern;</p> <p>#180-1 Recreation lake access closure.] I am concerned about the proposed closure of Folsom Point State Recreation Area. It seems that Folsom Point is used by many different people in the community for both recreation and just plain old peace and quiet. My husband and I go up there with our lunch and sit and talk, it has become a place where we can relax, be away from all the craziness of our everyday lives. It is so peaceful and tranquil up there, overlooking the lake. Please do not take that away from us.</p> <p>Please choose an alternative solution, as closing Folsom Point seems tragic to me.</p> <p>Thank you for your time.</p>
181	Teresa Romero	<p>To Whom It May Concern:</p> <p>#181-1 Recreation lake access closure.] I strongly encourage you to find other options to the Corps of Engineers levee work than to closing Folsom Pt. My family and I are frequent visitors to Folsom Pt, and the proximity and ease of use of Folsom Pt is one of the primary reasons we chose the neighborhood that we now live in. The closure of Folsom Pt is simply unacceptable.</p> <p>Thank you for your consideration.</p>
182	Chris Landry	<p>#182-1 Recreation lake access closure.] I strongly object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to the citizens of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating and having picnics. It's closure would be an outrage. Folsom Point is the only access to Folsom Lake in the City of Folsom. Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.</p>
183	Carrie Cain	<p>To whom it may concern;</p> <p>#183-1 Recreation lake access closure.] I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well.</p> <p>Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.</p>
184	Maria Errante	<p>#184-1 Cost Allocation.] Any costs attributed solely to Flood Damage Reduction must not be reimbursable by CVP contractors. For example, since Reclamation has determined that a dam raise and operable spillway gates are not required for Dam Safety, the DEIS/R should make it clear that any costs for a dam raise or in excess of the cost of a fuseplug spillway will not be borne by water and power users.</p>
185	Susan Mussett SLDMWA	<p>#185 New Bridge.] The bridge to be constructed immediately downstream of the dam is not related to either Dam Safety or Flood Damage Reduction and no portion of the costs for the bridge are to be borne by CVP water and power users.</p>
186	Susan Mussett SLDMWA	<p>#186 No Action Alternative.] We understand that the Folsom operations are not part of this environmental review, but some of the language in the DIE/R could be confusing regarding this issue. It should be made clear that the Interim Operations pursuant to the</p>

Sequence number: 1
Author:
Subject: #179-1
Date: 3/15/2007 5:35:25 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2
Author:
Subject: #183-1
Date: 3/15/2007 5:36:01 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3
Author:
Subject: #182-1
Date: 3/15/2007 5:35:50 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4
Author:
Subject: #180-1
Date: 3/15/2007 5:35:34 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5
Author:
Subject: #181-1
Date: 3/15/2007 5:35:43 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6
Author:
Subject: #186-1
Date: 3/14/2007 9:14:27 PM

T No Action Relative to current operations – As per WRDA 1999 (PL 106-53) an interim operation agreement is assumed to continue in place until 2018 or until completion of the revised water control manual, which is anticipated to complete one year prior to completion of construction of the JFP. A permanent re-operation study addressing these concerns is currently being scoped, and will include the appropriate level of environmental analysis, agency, stakeholder and public coordination and documentation.

Sequence number: 7
Author:
Subject: #184-1
Date: 3/14/2007 9:13:36 PM

T Cost Allocation – Any reimbursable costs associated with the projects at Folsom Dam and Reservoir will be recovered by Reclamation as appropriate in compliance with Reclamation law and policy. The Corps PAC Report contains text clarifying this.

Sequence number: 8
Author:
Subject: #185-1
Date: 3/14/2007 9:13:55 PM

T New Bridge Costs – The Folsom Dam Bridge is covered in separate documentation, the September 2006 Corps of Engineers Post Authorization Decision Document and EIS, American River Project, Folsom Dam Raise, Folsom Bridge. Although the bridge is mentioned in the PAC Report, no changes have been made to the bridge since the 2006 report. See Section 4.3.13 in Chapter 4 of the Final EIS/EIR for additional information.

187	<p>agreement between Reclamation and SAFCA is a temporary plan and has not been analyzed under NEPA or CEQA as a long-term operations plan. Therefore the baseline or "without project" alternative must be based on the 400,000 AF flood reservation only and not the variable flood reservation levels in the Interim Operations agreement.</p> <p>Dear Mr. Oliver:</p> <p>The Northern California Marine Association (NCMA), a non-profit trade association, represents approximately 300 member companies, the majority of which are located in Northern California. These small business firms represent businesses involved in the recreational boating industry; including boat dealers, brokers, marinas, boat yards, chandleries, marine equipment and electronics suppliers, publishers, and marine finance and insurance specialists. In addition to supplying the needs of California's 3.5 million boaters and anglers, the recreational marine industry has a significant impact on the state's overall economy. California's Department of Boating and Waterways recently determined that statewide, boating contributed approximately \$16.5 billion to the Gross State Product annually. In addition, boating contributed \$1.6 billion in state and local taxes annually. There were 8,500 boating related businesses in the state that provided more than 284,000 jobs to the economy.</p> <p>The economic health of Northern California's recreational marine industry depends on maintaining access to the area's navigable waterways. The alternatives outlined in the Draft EIS/EIR rely on closing Folsom Point for use for up to seven years as a staging site and storage area for the project. [#187-1 Recreation lake access closure/alternatives.] This proposal would seriously impact recreation access for the approximately 125,000 annual visitors to the site. Over the six to seven year life of the project 816,021 visitors would be lost. [#187-2 Socioeconomics businesses.] Not only would this severely impact recreational marine businesses, but it would also impact the area's local economy, since many of these visitors patronize local supply shops, restaurants, gas stations, and grocery stores. Furthermore, disrupting recreational activity at Folsom Point threatens to create congestion at other entrances to the Folsom Lake Recreation Area. The California Department of Parks and Recreation, which operates the Folsom Lake Recreation Area, would suffer a serious economic loss if this were to occur. [#187-3 Socioeconomics state parks.] State Parks already diverts \$27 million from the Department of Boating and Waterways' Harbors and Watercraft Revolving Fund. Those funds, paid for by the gas taxes California boaters pay to fuel their boats, are used to repair and build marinas, launch ramps, and other boating facilities throughout the state. The \$27 million diversion has already negatively impacted the Boating Department's ability to adequately address the state's boating infrastructure needs. Putting further stress on the State Parks' budget, by closing Folsom Point for an extended period of time, would likely result in further attempts to divert funds from the Revolving Fund. Therefore, the economic impact would ripple throughout the state and would not just be limited to the local area.</p> <p>At the public hearing at the Folsom Community Center on January 10, several representative stakeholders from Folsom's recreational community suggested alternatives that would not so severely impact access. They suggested that the Bureau and the Corps host a series of forums with the stakeholders to identify mutually beneficial alternatives. The NCMA strongly supports this suggestion. We believe that there are alternatives that would allow the Bureau and the Corps to carry out its vital work without crippling the local and state recreational community. The NCMA would also be more than happy to participate in and to contribute to this process.</p> <p>Thank you for the opportunity to comment. If you have any questions, please contact me at 510-334-8866 or at ncma-gr@comcast.net.</p>	
188	<p>[#188-1 Recreation lake access closure/alternatives.] I am sickened to hear that Dyke 8/ Folsom Point has a planned closure. I object to this decision as it is the only access to the residence of Folsom on this side of the lake. We just bought a boat and launching is already problematic due to over crowded conditions. I cannot fathom how we will be able to access the lake as the proposed closures will no longer make boating feasible for those of us on the East (?) side of the lake.</p> <p>I live near Briggs Ranch Road. I've lost easy access to Roseville and I-80 North bound due to the closure of the Dam road, now I am hearing that my close residential boat launch access is being curtailed. I have been a resident of Folsom for 20 years and each "improvement" has adversely effected my quality of life. Please don't close Folsom Point to the residence of the city. Please explore other options that are available.</p>	<p>MK Veloz</p> <p>Jane Pearson</p>

Sequence number: 1

Author:

Subject: #187-3

Date: 3/16/2007 12:25:02 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #187-1

Date: 3/15/2007 5:36:15 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: 188-1

Date: 3/15/2007 5:36:27 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #187-2

Date: 2/21/2007 3:31:58 PM -08'00'

T Socioeconomics - - See Response to Comment #12-1

189	Branton and Jennifer Obenaus	<p>Hello, [redacted] #189-1 General.] Please do not close this valuable and extensively used neighborhood recreational resource (Folsom Point / Dyke 8). The state park on East Natoma is one of the reasons we chose to buy our home in this area.</p>
190	Michael Avakian	<p>Mr. Oliver, [redacted] #190-1 Recreation lake access closure.] I am a recent resident of Briggs Ranch. A major decision in moving to this neighborhood was the Lake access at Folsom Point. We lead a very active life and enjoy the close Lake Access and have become very concerned that Folsom Point would be closed to Stage the construction of a new Dam Road. I ask that the team please consider a new location for staging their equipment. Why would this project want to impact the quality of life for Folsom Residents in such a negative manner. Please consider other locations.</p>
191		<p>Hello, [redacted] #191-1 Recreation lake access closure/alternatives.] I recently became aware of the proposal to close Folsom Point in order to increase flood protection. I have been a Folsom resident for the past 16 years and 2 years ago I was finally able to purchase a boat. My family and I use it year round exclusively in Folsom Lake for water sports, fishing, picnics etc. Folsom point is not only the best access on the whole lake, it is the most convenient for us. [redacted] #191-2 Recreation remaining access points.] I have attempted to put my boat in at both Browns Ravine and Granite Bay in the past. While Browns Ravine is not that far away, the boat ramp is often extremely crowded and the boat trailer parking is limited when the water level is high as it is for several months during peak fishing and boating season. Granite bay is at least a half hour drive away, and also it is often crowded due to the easy access from I80. If Folsom Point was closed for the proposed 6 years I a very sure that the utilization of my boat would be cut in half if not more. My kids are in their early teens and we have been able to strengthen our family bond through our many outings on our boat. By the time Folsom Point opens up again, my kids will be going away to college. Essentially this means we would miss out on critical time with our children during their teenage years. This prospect troubles my wife an I greatly. [redacted] #191-3 Socioeconomics businesses.] In addition to the loss to my family, I am also concerned about the loss to the Folsom economy. We have already suffered business loss due to the damn road closing....now this. I am one of those people who throws money into the Folsom economy to support my boating lifestyle. If that lifestyle is significantly cut back, I will be significantly cutting back on the money I spend in Folsom to support my boating activities. This includes fuel, food, drinks, boating accessories, and maintenance costs. This kind of scenario will likely happen to a lot of Folsom boating families and the city business will also suffer from the loss of people coming from out of town to use Folsom Point. I personally do not understand why another area can not be used in the same capacity as the proposal for Folsom point. For instance the old parking lot by the dam has not been used in years. [redacted] #191-4 Recreation mitigation.] At the very least if the proposal for closing Folsom Point does get approved it should require that better access and trailer parking should be provided at Browns Ravine to help make up for the loss. Thanks for allowing me to comment on this subject</p>
192	Marcus MacTaggart	<p>Dear Mr. Oliver, [redacted] #192-1 Recreation lake access closure.] I live in the Briggs Ranch area in Folsom, and I am hearing that the Bureau of Reclamation is planning on closing Folsom Point while the bridge is under construction. I urge you not to do that. Folsom Point is a place where many people walk their dogs, go for runs and use the boat ramp for water recreation. [redacted] #192-2 Recreation remaining access points]. During the summer Folsom Point is so busy. Closing it would cause major traffic congestion at the other boat ramps.] One of the reasons I chose Briggs Ranch to live was because it is so close to the lake. I understand there needs to be an area for the bridge construction equipment, but please consider a different area. Closing Folsom Point for seven years would not be the right decision. Thank you for listening!</p>

Sequence number: 1
Author:
Subject: #192-2
Date: 3/16/2007 12:25:39 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2
Author:
Subject: 191-4
Date: 3/15/2007 5:37:10 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3
Author:
Subject: #191-1
Date: 3/15/2007 5:36:59 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4
Author:
Subject: #191-2
Date: 3/16/2007 12:25:25 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5
Author:
Subject: #190-1
Date: 3/15/2007 5:36:50 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6
Author:
Subject: #192-1
Date: 3/15/2007 5:37:21 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7
Author:
Subject: #191-3
Date: 2/21/2007 3:33:32 PM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 8
Author:
Subject: #189-1
Date: 3/15/2007 5:36:43 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

193	mair auerbach	<p>#193-1 Public Involvement Process.] I am writing to object strongly to any idea of closing Folsom point, also to the underhand way this whole affair appears to have been handled.] mair auerbach</p> <p>Mr Oliver,</p> <p>I writing you to voice my opposition to planned closure of Folsom Point. This proposal will impact this community in such a severe way that it may never recover, destroying the lives and financial stability of residents still struggling to recover from the closure of the dam road. Your planned proposal will not only effect the quality of life but the health and safety of residents and wildlife.</p> <p>According to the Bureau's Findings:</p> <p>#194-1 Vegetation and wildlife.] Destruction of wetlands or possible permanent loss of wetlands The loss of wetlands will effect many species of birds, mammals, protected amphibians, fish, and endangered insects. Our need for more water is going to impact the wildlife of the lake possibly forever. It also mentions the creation of solid waste. This is a beautiful state park you are callously using as cement factory and staging area. This delicate environment and the many animals that call it home could be permanently destroyed and that is just too high a price for more water. One issue you did not address was our resident Eagle (aka lovingly known as Folsom) Although the Bald Eagle may no longer be on the endangered species list, it is still protected by the "Bald and Golden Eagle Protection Act". It is my understanding one of the afforded protections is not to disturb the nesting area or flight pattern. Is your proposal in violation of this Act?</p> <p>#194-2 Water Quality.] Damage to Water Quality: Folsom lake is known for its beautiful clear water. Families flock to enjoy it. The increased turbidity and siltation will make this impossible.</p> <p>#194-3 Air Quality.] Air Quality This is my greatest concern. I live in Brigg's Ranch, the neighborhood directly across the street from Folsom Point. I have two daughters that have asthma. Your own study says that NOx and Particulate PM10 emissions will exceed deminiis thresholds. How is this going to effect their already challenged lungs? How are they going to hang out in their own backyard when you poison the air? What are the long term effects of breathing these chemicals. Another issue to air quality is the naturally occurring asbestos in the soil, it is not an issue until you start moving it around. The soil relocation and blasting will put these carcinogenic chemical into the air to poison Folsom Families.</p> <p>#194-4 Transportation.] Significant Impact to Roadways: Getting around Folsom has been challenging to say the least since the Dam Road closure. Natoma Street is already severely overcrowded, the addition of construction traffic will make it impossible to navigate the city and dangerous for residents. Emergency vehicles may have difficulty responding to emergencies due to traffic congestion. The increase of traffic will also damage our roadways.</p> <p>#194-5 Visual loss of lake views] Permanent Loss Of Lake Views: Many of us in Folsom bought our homes because of Folsom Lake and the beautiful views. This proposed closure is going to adversely effect the #194-6 Socioeconomics property value.] property values of our homes. This will have a huge impact on the financial stability of this community. The loss of lake views is going to eliminate the very reason we moved to this community.</p> <p>#194-7 Noise.] Increased Noise Levels: According to your study Noise levels will surpass levels at the three receptor sights. Day and nighttime noise will be an issue. Daytime blasting will cause loss of quality of life and possible damage to our homes. The solution of scheduling truck traffic during daytime hours will only further impact our roads. How are residents supposed to deal with the increase noise levels. You are destroying our quality of life.</p> <p>#194-8 Recreation park post-construction.] Change in Folsom Point State Park: What will be left of Folsom Point after your proposed project? With increased water levels how much of our park will remain?</p> <p>#194-9 Recreation lake access closure.] Loss Of Recreation: I personally use Folsom Point on an almost daily basis. I enjoy morning walks around the lake for exercise, my dog enjoys walking and swimming in the lake, my family picnics and celebrates special events in the picnic area, boating and fishing are also family favorites. The lake and easy access is why we bought our home where we did.]</p> <p>#194-10 Recreation remaining access points.] If you close Folsom Point the other local boat launches will be overwhelmed and unable</p>
194	Lisa Tomiak	

Sequence number: 1

Author:

Subject: #194-6

Date: 3/14/2007 9:29:23 PM

T Residential Property Values - Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.3 and 4.3.5 in Chapter 4 of the Final EIS/EIR for more information. As described in Chapter 2 and 4 of the Final EIS/EIR, Folsom Point will remain open for recreation during the peak season; therefore, there would be no impacts to property values from the closure of Folsom Point.

Sequence number: 2

Author:

Subject: #194-10

Date: 3/16/2007 12:27:04 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #194-8

Date: 3/14/2007 9:30:21 PM

T Recreation post construction – There would be no changes to recreational use of Folsom Reservoir following completion of the proposed project. There would be no additional flooding of recreation sites resulting from this project. Any flooding that could occur would be the same as what is occurring today as part of normal reservoir operations.

Sequence number: 4

Author:

Subject: #194-9

Date: 3/15/2007 5:38:19 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #193-1

Date: 3/15/2007 5:37:54 PM

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #194-5

Date: 3/14/2007 9:29:10 PM

T Visuals – The proposed project will not cause any permanent changes to the views of residents who currently can see the reservoir. See Section 3.7 of the Final EIS/EIR for additional discussion regarding impacts to visual resources resulting from the currently proposed Preferred Alternative.

Sequence number: 7

Author:

Subject: #194-1

Date: 3/16/2007 4:32:51 PM

T Vegetation and Wildlife - See Responses to Comments #151-2.

See Section 4.3.12 in Chapter 4 of the Final EIS/EIR for more information.

Sequence number: 8

<p>193</p>	<p>mair auerbach</p>	<p>[#193-1 Public Involvement Process.] I am writing to object strongly to any idea of closing Folsom point, also to the underhand way this whole affair appears to have been handled.] mair auerbach</p>
<p>194</p>	<p>Mr Oliver,</p>	<p>I writing you to voice my opposition to planned closure of Folsom Point. This proposal will impact this community in such a severe way that it may never recover, destroying the lives and financial stability of residents still struggling to recover from the closure of the dam road. Your planned proposal will not only effect the quality of life but the health and safety of residents and wildlife. According to the Bureau's Findings: [#194-1 Vegetation and wildlife.] Destruction of wetlands or possible permanent loss of wetlands The loss of wetlands will effect many species of birds, mammals, protected amphibians, fish, and endangered insects. Our need for more water is going to impact the wildlife of the lake possibly forever. It also mentions the creation of solid waste. This is a beautiful state park you are callously using as cement factory and staging area. This delicate environment and the many animals that call it home could be permanently destroyed and that is just too high a price for more water. One issue you did not address was our resident Eagle (aka lovingly known as Folsom) Although the Bald Eagle may no longer be on the endangered species list, it is still protected by the "Bald and Golden Eagle Protection Act". It is my understanding one of the afforded protections is not to disturb the nesting area or flight pattern. Is your proposal in violation of this Act? ☐ [#194-2 Water Quality.] Damage to Water Quality: Folsom lake is known for its beautiful clear water. Families flock to enjoy it. The increased turbidity and siltation will make this impossible. ☐ [#194-3 Air Quality.] Air Quality This is my greatest concern. I live in Brigg's Ranch, the neighborhood directly across the street from Folsom Point. I have two daughters that have asthma. Your own study says that NOx and Particulate PM10 emissions will exceed deminiis thresholds. How is this going to effect their already challenged lungs? How are they going to hang out in their own backyard when you poison the air? What are the long term effects of breathing these chemicals. Another issue to air quality is the naturally occurring asbestos in the soil, it is not an issue until you start moving it around. The soil relocation and blasting will put these carcinogenic chemical into the air to poison Folsom Families. [#194-4 Transportation.] Significant Impact to Roadways: Getting around Folsom has been challenging to say the least since the Dam Road closure. Natoma Street is already severely overcrowded, the addition of construction traffic will make it impossible to navigate the city and dangerous for residents. Emergency vehicles may have difficulty responding to emergencies due to traffic congestion. The increase of traffic will also damage our roadways. [#194-5 Visual loss of lake views] Permanent Loss Of Lake Views: Many of us in Folsom bought our homes because of Folsom Lake and the beautiful views. This proposed closure is going to adversely effect the [#194-6 Socioeconomics property value.] property values of our homes. This will have a huge impact on the financial stability of this community. The loss of lake views is going to eliminate the very reason we moved to this community. ☐ [#194-7 Noise.] Increased Noise Levels: According to your study Noise levels will surpass levels at the three receptor sights. Day and nighttime noise will be an issue. Daytime blasting will cause loss of quality of life and possible damage to our homes. The solution of scheduling truck traffic during daytime hours will only further impact our roads. How are residents supposed to deal with the increase noise levels. You are destroying our quality of life. [#194-8 Recreation park post-construction.] Change in Folsom Point State Park: What will be left of Folsom Point after your proposed project? With increased water levels how much of our park will remain? [#194-9 Recreation lake access closure.] Loss Of Recreation: I personally use Folsom Point on an almost daily basis. I enjoy morning walks around the lake for exercise, my dog enjoys walking and swimming in the lake, my family picnics and celebrates special events in the picnic area, boating and fishing are also family favorites. The lake and easy access is why we bought our home where we did.] [#194-10 Recreation remaining access points.] If you close Folsom Point the other local boat launches will be overwhelmed and unable</p>

Lisa Tomiak

Author:
Subject: #194-4
Date: 3/14/2007 9:27:20 PM

T Transportation Impacts – It is recognized that construction projects involve increased transport of materials to the construction site. The project agencies will develop a transportation management plan that will include input from city traffic engineers. The plan will provide guidelines on preferred traffic routes, route restrictions, and time of day restriction on using certain routes. Transportation contractors will be required to adhere to the plan. The amount of truck traffic anticipated for this project on City streets will not affect movement of emergency vehicles nor cause major damage to City roadways. See section 4.3.9 in Chapter 4 of the Final EIS/EIR and Section 3.1 of the Draft EIS/EIR for more information.

Sequence number: 9
Author:
Subject: #194-2
Date: 3/14/2007 9:25:49 PM

T Water Quality – Very few activities are planned near or within the water of Folsom Reservoir that would affect water quality. To protect water quality, all construction activities will conform to a Stormwater Pollution Prevention Plan that will keep construction runoff out of the reservoir. The dispersion of suspended sediment at in-water construction sites will be controlled through the use of sediment curtains or other means. Visitors will not observe any water quality changes along recreational site shorelines and beaches.

Sequence number: 10
Author:
Subject: #194-3
Date: 3/14/2007 9:26:31 PM

T Air Quality - All construction projects involving large equipment produce air quality emissions. Chapter 3.3 of the EIS/EIR describes the types of emissions possible for this project. Reclamation has already initiated discussions with the Sacramento Metropolitan Air Quality Management District on emission controls and mitigation requirements. All construction work will comply with the air quality emissions requirements, that have been established to protect human health, and as presented in the air quality permit to be issued by the Air Quality Management District. The soils and rocks for the Auxiliary Spillway site area have been tested for asbestos and no asbestos is present. Testing of soil near MIAD has shown the possibility of minor amounts of asbestos mineral, but at levels well below regulatory standards. Nevertheless, dust control measures will be implement to prevent dust issues as part of construction work. Also see Section 4.3.11 of Chapter 4 in the Final EIS/EIR.

Sequence number: 11
Author:
Subject: #194-7
Date: 3/15/2007 12:09:00 PM

T Noise – Existing daytime noise levels at Briggs Ranch are higher than the City of Folsom noise standards primarily due to traffic along East Natoma Street. However, projected daytime construction noise impacts will be reduced to less than significant levels by implementing mitigation measures presented in the Draft EIS/EIR Section 3.10.3. The construction noise analysis did take into account topographic features and atmospheric conditions when estimating noise impacts at noise-sensitive receptors. It was noted in Section 3.10 of the Draft EIS/EIR that under certain atmospheric and wind conditions, the noise levels could be higher than those projected for each noise-sensitive receptor at night. No excavation or hauling will occur during nighttime hours; however, drilling and concrete for spillway work on the main concrete dam could occur 24 hours a day. There are not sensitive noise receptors in the area. Therefore, the projected construction nighttime noise impacts would be further reduced.

		<p>to handle the added traffic. [#194-11 Public Utilities.] Public Works: Folsom recently went through the headache of putting in the Natoma pipeline. This was a necessary inconvenience for residents. Your proposal includes the possible damaging or relocation of this pipeline. What impact will this lead to on our community. Folsom is a wonderful family oriented community, the proposed closure of Folsom Point will destroy our quality of life. Please develop an alternative plan that will not create such adversity.</p>
195	Jackie Kollander	<p>I grew up water skiing on Folsom Lake, and although I don't water ski there right now, it is one of the reasons we chose to move into Briggs Ranch 9 years ago when coming back to this area after college. [#195-1 Recreation lake access closure/alternatives.] We use the area to hike to often as a family and walk from our home. Closing the bridge for 7 years is unreasonable amount of time. My kids will be grown and out of the house in 6 - 10 years. Closing the bridge for that long will change the memories we have of hiking and exploring along the lake shore. [#195-2 Property value.] It will affect the property values in Briggs Ranch. It is not reasonable to close off a highly utilized access to Folsom Lake because of the construction of the new bridge for a period of 7 years. I want you to know I object to closing Folsom Point, as one of the great things about living here is access to the lake.</p>
196		<p>To whom this may concern. The Folsom Point Recreation Area (FPRA) is just what it is called; a "recreation Area". However, the unacceptable and unnecessary closure to the area would require a name change. [#196-1 Lake access/alternative staging areas.] What is sad is that there are alternative sites which can be used for the same purpose as that which the FSRA would serve. [#196-2 Socioeconomics businesses.] Also the unforeseen costs (the adverse of the benefits of having the rec. area) to the community which has come to depend on it as a way of life would do far outweigh the costs of forgoing the use of this site for another one. These benefits such as : biking, boating, running, walking, nature seeking, picnicking and simply a place to relax from the everyday stresses the local and regional taxpayer encounters. Having the recreation area is not a luxury to the people of Folsom and its surrounding areas BUT a Necessity! Therefore it is strongly recommended and encouraged that another site is chosen. It must be understood that at any additional cost, it is well worth it to adapt another site than that of the FPRA.</p>
197	John and Cheryl Mandesager	<p>We understand the Bureau of Reclamation is proposing to close Folsom Point/Dyke 8 to all visitors for a duration of up to 7 years effective Fall 2007 while the Folsom Dam is retrofitted. [#197-1 PD Lake access closure/alternative staging areas.] While we support the dam project, we understand there are many other alternatives that have yet to be explored. These alternatives would allow Folsom Point to remain open to the public. Since we enjoy visiting Folsom Point many, many times a year, this closure would have a negative impact on our family. We imagine the impact on most, if not all, of the families in our neighborhood would be the same. We urge the Bureau of Reclamation to pursue the Dam project in a manner that will allow Folsom Point to remain open to the public.</p>
198	Anonymous	<p>[#198-1 Recreation lake access closure/alternatives.] As a resident of Folsom I urge the Bureau of Reclamation to find an alternative site to stage improvement operations to the Folsom Dam. In the spring and summer I use Folsom Point as a place to fish and launch my boat from. [#198-2 Socioeconomics businesses.] If Folsom Point is closed I will no longer purchase an annual recreation pass for access to the lake and I will not stand in line at Browns Ravine or any other launch facility to launch a boat (economic impact). Additionally, Folsom Lake is open to the public and access to it should remain in the public's domain. Completing the work from another staging area makes sense. This would allow continued access to the lake at Folsom Point for fisherman, recreational boaters, and those using the picnic areas. Thank you for your consideration.</p>
199	George R Koch	<p>In relation to the hearing which was recently held regarding the possible use of Folsom Point as a supply and equipment depot for the forthcoming raising of Folsom Dam, please allow me to point out what time and evolution of purpose has occurred: We are well aware of the original purpose of Folsom Dam and Lake was to provide flood protection and water source and power for our</p>

Sequence number: 1
Author:
Subject: #195-1
Date: 3/15/2007 5:38:33 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2
Author:
Subject: #197-1
Date: 3/15/2007 5:38:57 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3
Author:
Subject: #195-2
Date: 3/14/2007 9:32:27 PM

T Residential Property Values - Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.3 and 4.3.5 in Chapter 4 of the Final EIS/EIR for more information. As described in Chapter 2 and 4 of the Final EIS/EIR, Folsom Point will remain open for recreation during the peak season; therefore, there would be no impacts to property values from the closure of Folsom Point.

Sequence number: 4
Author:
Subject: #198-1
Date: 3/15/2007 5:39:05 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5
Author:
Subject: #198-2
Date: 2/21/2007 3:35:16 PM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 6
Author:
Subject: #196-1
Date: 3/15/2007 5:38:43 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7
Author:
Subject: #196-2
Date: 2/21/2007 3:35:48 PM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 8
Author:
Subject: #194-11
Date: 3/14/2007 9:31:55 PM

T Public utilities – The proposed project will not damage any water supply pipelines. There is one pipeline that will need to be moved out of a construction zone. This pipeline will be moved in a manner the minimizes any disruption to water supply. See Section 3.2 of the Draft EIS/EIR for additional information.

		<p>area. Well and good idea. That was a long time ago. Since then, the population has more than doubled. The recreation potential of the lake has been fulfilled in that access to it is, although minimal during the warmer months of the year, has been developed to the great enjoyment of the public.</p> <p>#199-1 Recreation remaining access points.] Any reduction in access at this time will have drastic consequences for the public in their use of the lake, for during busy times at the launching areas long lines of vehicles and boats must wait patiently for launching. Likewise, water craft seeking to return to the shore have quite a time slipping in to a dock to gain their turn.</p> <p>Any reduction in access to the lake must make matters worse and simply cause many to go elsewhere, or simply reduce their water recreation. #199-2 Socioeconomics businesses.] Of course, reduced income for access is a certainty.</p> <p>#199-3 PD alternative staging areas.] Surely for a project as large as raising the level of the lake, a process taking years, justifies a specific area for both stockpiling materials and equipment and could also have its own lake access for barge transport. Yes, additional cost is involved, but, compared to the cost of the project and the benefit to the public and the reduction in income from users, it seems justified.</p> <p>Thank you for allowing me to contribute my feelings in this matter.</p>
<p>200</p>		<p>#200-1 Recreation lake access closure/alternatives.] We represent the interests of hundreds of outdoor product dealers and serve as the de facto representatives of the millions of local outdoor enthusiasts who have visited the Sports, Boat and RV Show in its 54-year history. While we support the flood control and security measures planned for Folsom Dam and the surrounding dykes, we wholly oppose the closure of the lake, launch ramps, and surrounding trails during the construction.</p> <p>Folsom Lake is an important asset for outdoor recreation enthusiasts. #200-2 Socioeconomics businesses.] Closing access to its shorelines and boat ramps will be very detrimental to the people who use those amenities and extremely harmful to the boat, recreation vehicle and outdoor product retailers in the region. Some of those, which depend on their proximity to Folsom lake for their success, would very likely be forced out of business by the closure.</p> <p>The access points to the lake are already highly impacted. While there is plenty of room on the water, space on the launch ramps is limited during peak times. If one launch area closes or is reduced in its capacity, the others cannot handle the increased load. Other waterways in the region, such as the American River and Sacramento River, also cannot handle the increase.</p> <p>As boaters, we know the impact we, and the hundreds of thousands like us, have on the local economies. A typical day at the lake starts with a visit to a gas station and store to stock up on snacks, beverages, ice, and fuel. When the day ends, we refill the fuel tanks and usually visit a restaurant for dinner. Even a small group of people spending a day on a boat brings hundreds of dollars to local businesses before and after a trip to the lake.</p> <p>As representatives of the industries impacted by access to the lake and local outdoor recreation enthusiasts, we encourage continued access to the lake and its shoreline before, during, and after any construction takes place.</p>
<p>201</p>	<p>Ian B Cornell</p> <p>Carole and David Jones</p>	<p>We wholeheartedly agree with the need for this project and understand the benefit to all. We are impressed with the collaboration between the departments involved. #201-1 Noise and Transportation.] As a Briggs Ranch resident, we are concerned about the noise and traffic impact during what will be a project lasting years, not months. We have the impression we may be more impacted than other sites. Please keep affected residents informed of the work schedule, maybe on your website.</p> <p>Monday-Saturday 7-7 will seem very long. Please give us our Saturday afternoons in summer and standard holidays to enjoy! Please discourage worker and truck vehicles from using Briggs Ranch as a short cut! Please put yourselves in our position. We hope this will not affect our quality of life to drastically. Remember, we are homeowners and voters!</p>
<p>202</p>	<p>Rick Miller</p>	<p>#202-1 Noise.] I am writing as to my opposition to any plan to use the area known as MIAD (N. of Green Valley Rd, E. of Natoma) for any staging, construction, rock crushing and any like activity regarding the Folsom Lake Dam construction project. I am a resident of Folsom and live in the foothills community of Empire Ranch which is across Green Valley Rd. The noise levels are already extremely high from normal road activity 24 a day. As noted in the current Executive Summary, noise levels will increase to</p>

Sequence number: 1

Author:

Subject: #200-2

Date: 2/21/2007 3:36:10 PM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 2

Author:

Subject: #201-1

Date: 3/14/2007 9:39:48 PM

T Noise and Traffic - Noise production is a recognized outcome of any construction project, including projects that involve transport of materials. The noise impacts due to the Folsom DS/FDR action is discussed in detail in Section 3.10 of the Draft EIS/EIR. The Partner Agencies will follow county noise standards. Also see Section 4.3.10 in Chapter 4 of the Final EIS/EIR. Prior to onset and changes in construction, the Partner Agencies will keep residents informed through appropriate communication methods (such as websites, news media and flyers) of activities producing noise. The Project Agencies working with their construction contractors will be preparing and implementing a traffic management plan, outlining proposed routes that would avoid residential areas, such as Briggs Ranch (See Draft EIS/EIR Section 3.9 Transportation and Circulation and see section 4.3.9 in Chapter 4 of the Final EIS/EIR for more information).

Sequence number: 3

Author:

Subject: #200-1

Date: 3/15/2007 5:39:41 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #199-2

Date: 2/21/2007 6:02:33 PM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 5

Author:

Subject: #199-1

Date: 3/16/2007 12:27:42 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #199-3

Date: 3/15/2007 5:39:27 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7

Author:

Subject: #202-1

Date: 3/15/2007 12:17:18 PM

T Noise - Existing daytime noise levels are higher than the City of Folsom noise standards primarily due to traffic along major secondary roads around Empire Ranch. Noise – Existing daytime noise levels are higher than the City of Folsom noise standards primarily due to traffic along major secondary roads around Empire Ranch. However, projected daytime construction noise impacts will be reduced to less than significant levels by implementing mitigation measures presented in the Draft EIS/EIR Section 3.10.3. The construction noise analysis did take into account topographic features and atmospheric conditions when estimating noise impacts at noise-sensitive receptors. It was noted in Section 3.10 of the Draft EIS/EIR that under certain atmospheric and wind conditions, the noise levels could be higher than those projected for each noise-sensitive receptor at night. No excavation or hauling will occur during nighttime hours; however, drilling and concrete for spillway work on the main concrete dam could occur 24 hours a day. There are not sensitive noise receptors in the area. Therefore, the projected construction nighttime noise impacts would be further reduced.

203		<p>unacceptable levels. This valley is shaped like a bowl, so noise would travel without being muted. [C] #202-2 Air quality. Also, the prevailing wind comes out of the north blowing across the current structure over our community. In addition to 'carrying' the noise further distances, a potentially greater issue or threat to this family community is the exposure to asbestos and other construction dust and debris and the health problems these will create now and in the future. In closing, the option would be unacceptable and would likely lead to considerable resident disruption and legal activity.</p> <p>I am strongly opposed to the closing of Folsom Point. I have lived in Folsom for 17 years and I am currently building a custom home in the Vista Del Lago development on East Natomas right next to the Lake. One of our major decisions to build in that custom development was the proximity to the Folsom Point recreation area. I have (2) teenage boys 14 & 16 and own a ski boat to enjoy family time with them. The next 5 years are critical & special years for us as a family prior to both of them going off to college. My wife and I created a strong long term plan to build and enjoy their High School years in our new custom home right up the street from Folsom Point. Our whole family enjoys boating, picnicking, and jogging at the lake for family time. All of which we do by accessing the Lake at Folsom Point. You can imagine our disappointment and shock when it was announced January 9th 2007 the Folsom Point recreation area would be closed for the next seven years. [C] #203-1 Socioeconomic property values This would devastate us as a family let alone our life investment into the custom home we are building just up the street from Folsom Point. Our house is approximately 2 months from completion and I can only imagine what this is going to do to its value and our Family plan of living in this new house. You just can not get back these next 5 years that we are entering into with our boys. These years only come once in a life time and we thought we had a very solid plan ready to be realized in a couple of months.</p> <p>I urge you to reconsider this plan. [C] #203-2 PD alternate staging area Please find another location to stage construction that would cause much less impact for seven years. Many sites come to mind, primarily the look out point on the dam road which is already inaccessible to the public. That is a huge area in close proximity to your project. [C] #203-3 Recreation mitigation Even if a temporary boat launch is required for project construction access to the lake it would be a straight shot to the dam and completely accessible from the dam road that is already closed to traffic. To build a boat launch when the lake is low would be a much better idea for all. Financially I am sure it would calculate out as well when compared to the lost revenue of losing Folsom Point for 7 years, and to the lost revenue to the local businesses that rely on the Lake. [C] #203-4 Traffic The increased traffic at Folsom Point on Natomas street and loss of property values would be a huge negative impact to the City of Folsom Residents. Also, there is plenty of state land on either end of the dam road that could be utilized for construction staging as well that would create less impact to the City of Folsom. Please provide an impact report for consideration of all of these sites prior to taking the easy one of Folsom Point.</p> <p>[C] #203-5 Socioeconomic businesses Please consider the Fiscal Impact to the many Folsom Residents & Local Businesses that have a similar story to mine. Please understand the additional stress of building a custom home for the last two years right down the street from the lake access that was just announced to be closed for seven years.</p> <p>I throw myself at your mercy and plea with you to find another location more suitable for the community.</p>
204	David Graves	<p>To whom it may concern:</p> <p>[C] #204-1 Recreation lake access closure/alternatives We strongly object to the proposed closure of Folsom Point State Recreation Area and urge you to choose an alternative solution. Folsom Point is used by many thousands of community members in the Folsom and El Dorado Hills area throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. [C] #204-2 Socioeconomic businesses The closure would be an outrage and detrimentally impact the local economy and quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well. Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.</p>
205	Anonymous	<p>[C] #205-1 Recreation mitigation Folsom Point Park Closure: During the spring, summer and fall months numerous bass fishing tournaments have been held (almost every weekend) at this boat ramp site. Similarly, Granite Bay is crowded. Will accommodations be</p>

Sequence number: 1
Author:
Subject: 203-3
Date: 3/15/2007 5:40:15 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2
Author:
Subject: #203-1
Date: 3/14/2007 9:41:34 PM

T Residential Property Values - Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.3 and 4.3.5 in Chapter 4 of the Final EIS/EIR for more information. As described in Chapter 2 and 4 of the Final EIS/EIR, Folsom Point would remain open for recreation during the peak season; therefore, there would be no impacts to property values from the closure of Folsom Point.

Sequence number: 3
Author:
Subject: #203-4
Date: 3/14/2007 9:42:52 PM

T Traffic - It is recognized that construction projects involve increased transport of materials to the construction site. The project agencies will develop a transportation management plan that will include input from city traffic engineers. The plan will provide guidelines on preferred traffic routes, route restrictions, and time of day restriction on using certain routes. Contractors will be required to adhere to the plan. See section 4.3.9 in Chapter 4 of the Final EIS/EIR for more information.

Sequence number: 4
Author:
Subject: #203-2
Date: 3/15/2007 5:40:05 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5
Author:
Subject: #204-1
Date: 3/15/2007 5:40:30 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6
Author:
Subject: #204-2
Date: 2/21/2007 5:59:08 PM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 7
Author:
Subject: #203-5
Date: 2/21/2007 5:59:23 PM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 8
Author:
Subject: #205-1
Date: 3/15/2007 5:40:42 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 9
Author:
Subject: #202-2
Date: 3/14/2007 9:41:23 PM

T Air Quality - The prevailing winds for the region are from the south and southwest, although it is recognized that there are times

		<p>unacceptable levels. This valley is shaped like a bowl, so noise would travel without being muted. [#202-2 Air quality.] Also, the prevailing wind comes out of the north blowing across the current structure over our community. In addition to 'carrying' the noise further distances, a potentially greater issue or threat to this family community is the exposure to asbestos and other construction dust and debris and the health problems these will create now and in the future.] In closing, the option would be unacceptable and would likely lead to considerable resident disruption and legal activity.</p>
<p>203</p>	<p>David Graves</p>	<p>I am strongly opposed to the closing of Folsom Point. I have lived in Folsom for 17 years and I am currently building a custom home in the Vista Del Lago development on East Natomas right next to the Lake. One of our major decisions to build in that custom development was the proximity to the Folsom Point recreation area. I have (2) teenage boys 14 & 16 and own a ski boat to enjoy family time with them. The next 5 years are critical & special years for us as a family prior to both of them going off to college. My wife and I created a strong long term plan to build and enjoy their High School years in our new custom home right up the street from Folsom Point. Our whole family enjoys boating, picnicking, and jogging at the lake for family time. All of which we do by accessing the Lake at Folsom Point. You can imagine our disappointment and shock when it was announced January 9th 2007 the Folsom Point recreation area would be closed for the next seven years. [#203-1 Socioeconomic property values] This would devastate us as a family let alone our life investment into the custom home we are building just up the street from Folsom Point. Our house is approximately 2 months from completion and I can only imagine what this is going to do to its value and our Family plan of living in this new house. You just can not get back these next 5 years that we are entering into with our boys. These years only come once in a life time and we thought we had a very solid plan ready to be realized in a couple of months.</p> <p>I urge you to reconsider this plan. [#203-2 PD alternate staging area] Please find another location to stage construction that would cause much less impact for seven years. Many sites come to mind, primarily the look out point on the dam road which is already inaccessible to the public. That is a huge area in close proximity to your project. [#203-3 Recreation mitigation] Even if a temporary boat launch is required for project construction access to the lake it would be a straight shot to the dam and completely accessible from the dam road that is already closed to traffic. To build a boat launch when the lake is low would be a much better idea for all. Financially I am sure it would calculate out as well when compared to the lost revenue of losing Folsom Point for 7 years, and to the lost revenue to the local businesses that rely on the Lake. [#203-4 Traffic] The increased traffic at Folsom Point on Natomas street and loss of property values would be a huge negative impact to the City of Folsom Residents. Also, there is plenty of state land on either end of the dam road that could be utilized for construction staging as well that would create less impact to the City of Folsom. Please provide an impact report for consideration of all of these sites prior to taking the easy one of Folsom Point.</p> <p>[#203-5 Socioeconomic businesses] Please consider the Fiscal Impact to the many Folsom Residents & Local Businesses that have a similar story to mine. [Please understand the additional stress of building a custom home for the last two years right down the street from the lake access that was just announced to be closed for seven years.</p> <p>I throw myself at your mercy and plea with you to find another location more suitable for the community.</p> <p>To whom it may concern:</p>
<p>204</p>	<p>John and Sandii Dalessi</p>	<p>[#204-1 Recreation lake access closure/alternatives] We strongly object to the proposed closure of Folsom Point State Recreation Area and urge you to choose an alternative solution.] Folsom Point is used by many thousands of community members in the Folsom and El Dorado Hills area throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. [#204-2 Socioeconomic businesses] The closure would be an outrage and detrimentally impact the local economy and quality of life for those in Folsom.] Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well. Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.</p>
<p>205</p>	<p>Anonymous</p>	<p>[#205-1 Recreation mitigation] Folsom Point Park Closure: During the spring, summer and fall months numerous bass fishing tournaments have been held (almost every weekend) at this boat ramp site. Similarly, Granite Bay is crowded. Will accommodations be</p>

when winds can blow from the north. All construction projects involving large equipment produce air quality emissions. Chapter 3.3 of the EIS/EIR describes the types of emissions possible for this project. Reclamation has already initiated discussions with the Sacramento Metropolitan Air Quality Management District on emission controls and mitigation requirements. All construction work will comply with the air quality emissions requirements, that have been established to protect human health, and as presented in the air quality permit to be issued by the Air Quality Management District. The soils and rocks for the Auxiliary Spillway site area have been tested for asbestos and no asbestos is present. Testing of soil near MIAD has shown the possibility of minor amounts of asbestos mineral, but at levels well below regulatory standards. Nevertheless, dust control measures will be implemented to prevent dust issues as part of construction work. Also see Section 4.3.11 of Chapter 4 in the Final EIS/EIR.

<p>206</p>	<p>made to accommodate loss of access to the lake? January 24, 2007 To: Mayor Andy Morin CC: Shawn Oliver at Bureau of Reclamation & Becky Victorine at U.S. Army Corps of Engineers RE: "PROPOSED" CLOSURE OF FOLSOM POINT STATE PARK (AKA DYKE 8) by BUREAU OF RECLAMATION AND U.S. ARMY CORPS OF ENGINEERS</p> <p>Please be advised that we, citizens of Folsom, CA have been put on notice that a proposed closure of our local state park is scheduled for the fall of 2007. The 100% closure is for a lengthy period of 6 - 7 years. This proposal comes from the Bureau of Reclamation and the U.S.Army Corps of Engineers. It is our understanding that our beautiful park and recreation area will be used as a construction staging area for different work projects on the dam and Mormon Island Spillway by the Bureau and Army Corps of Engineers. It is our belief that this closure will have deep and dramatic effects on families, businesses, tourism and the environment. The consequences are far reaching. [S] #206-1 Recreation lake access closure. This is a family community. We bring our children to the lake to walk, bike, swim, picnic, fish, boat and just enjoy nature. This scenario is repeated over and over again. Folsom Point is one of the reasons people buy homes in this area. This park is one of the jewels of Folsom. Bird Watchers frequent the park. [S] #206-2 Vegetation and Wildlife. I might point out that even though the Bald Eagle is no longer on the endangered species list, it is still protected by the "Bald and Gold Eagle Protection Act". It is my understanding that one of the afforded protections is not to disturb the nesting area or flight pattern area. This needs more investigation. We have not been given adequate time to investigate the impact that this proposal will have on our environment. We have other migratory birds that now nest there as well. [S] #206-3 Air quality. The environmental impact on our air quality could be dangerous for residents. This is a pathway for many other animals as well. [S] #206-4. Socioeconomics businesses. The businesses in Folsom will definitely realize a financial impact. Our business owners look forward to the summer months when tourists and other lake traffic provide much needed revenue. Our businesses suffered with the closure of the Dam Road and now this may be the proverbial "straw" for financial loss. Business owners have expressed a great concern.</p> <p>We do not oppose positive improvements on the dam. We request a staging area that will not hurt so many families, businesses, wildlife, and real estate values. [S] #206-5 Public Involvement In all truth we have not been given adequate time in which to address these issues. Our first notice was on January 9th, 2007. We were advised that 3,000 flyers were sent out. This is a city with a population of 63,000. The deadline given to us to discuss the closure is January 22, 2007. That was essentially " no notice." We need counsel as to our rights and the right of the wildlife who cannot speak for themselves.] We ask you, as our voice and representatives, to please aid us in this endeavor.</p> <p>My family and I moved to Folsom recently for many reasons but one of the main reason was Folsom Lake. We bought our home in Empire Ranch partly because it was close to Folsom Point boat launch. [S] #207-1 Recreation lake access closure The idea of closing this access point would essentially take away a large family activity. My children are currently 6 and 8 which mean if Folsom point was to close for 7+ years then this would prevent us from this enjoyment. Please - DO NOT CLOSE!] [S] #207-2 Recreation remaining access locations] PS: Brown Ravine is already impacted for many summer weekends as it is - closing Folsom Point would make this situation worse.</p>	<p>Thomas E. Leard</p>
<p>207</p>	<p>Phil Lugo</p>	<p>Ted and Maggie White</p>
<p>208</p>	<p>This e-mail is in protest of the possibility of closing Folsom Point during the building of the new span across the American River. After 911 the dam road was closed creating a hardship on many people and businesses. Instead of using less fuel for our vehicles we increased gas usage. The reason for the closure was that someone could blow up the dam from the roadway. I'm a retired California Highway Patrolman and I know that anyone that wants to can blow up ANY dam they want to can by filling a boat up with explosives</p>	

Sequence number: 1

Author:

Subject: #206-3

Date: 3/14/2007 9:46:14 PM

T Air Quality - All construction projects involving large equipment produce air quality emissions. Chapter 3.3 of the EIS/EIR describes the types of emissions possible for this project. Reclamation has already initiated discussions with the Sacramento Metropolitan Air Quality Management District on emission controls and mitigation requirements. All construction work will comply with the air quality emissions requirements, that have been established to protect human health, and as presented in the air quality permit to be issued by the Air Quality Management District. Also see Section 4.3.11 of Chapter 4 in the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #206-2

Date: 3/16/2007 4:34:54 PM

T Vegetation and Wildlife - See Responses to Comment #151-2.

See Section 4.3.12 in Chapter 4 of the Final EIS/EIR for more information.

Sequence number: 3

Author:

Subject: #206-1

Date: 3/15/2007 5:40:53 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #206-5

Date: 3/14/2007 9:46:35 PM

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #207-2

Date: 3/16/2007 12:29:09 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #207-1

Date: 3/15/2007 5:41:10 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7

Author:

Subject: #206.4

Date: 2/21/2007 6:06:29 PM -08'00'

T Socioeconomics - See Response to Comment #12-1

		<p>and driving it into the dam itself. This would cause more damage than a vehicle sitting on the road at the top of the dam with explosives. Now, your considering closing Folsom Point for the duration of building the new span.</p> <p>I have a boat and use Folsom Point every week during the summer. The launching areas available now are so busy in the summer that there's a good chance you can't even get in. On the weekends when the weather is exceptional all of the parking facilities for the lake fill up quickly. #208-1 Recreation remaining lake access If you close Folsom Point that leaves only one other facility on the east side of the lake, Browns Ravine, to launch. Browns Ravine is very limited in parking. I know for a fact that there are other places on the dam property that could be used, i.e. the parking lot at the east end of the bridge is an ideal place. It would be out of the way and would not affect anybody. Thousands of residents have been affected with the closure of the dam road and now thousands more will be affected.</p> <p>#208-3 Public Involvement comment period From the flyer's I've read the public was given notice on January 9, 2007 with 3,000 flyer's????????? The city of Folsom has a population of approx 63,000 and then there's El Dorado Hills and other surround cities that use Folsom Lake We were given a deadline to discuss the closure of January 22, 2007. Our elected officials are suppose to look at the overall picture and do what's right for the residents in the area - THIS WHOLE THING SMELLS TO ME.....]</p> <p>Please think of the public when you make your decision as to this issue.</p> <p>PS: We moved to your city to have quick access to Folsom lake. if you close Folsom Point I would consider moving....</p>
209	Mark Rucker	<p>#209-1 Recreation remaining lake access It seems that you think that all the rest of the launches will handle the extra traffic that closing Folsom point would create do not do this. I pay taxes and fees just like everyone else.</p>
210		<p>Dear Mr. Oliver,</p> <p>I am writing to provide feedback to you about the Draft document published recently.</p> <p>#210-1 Recreation lake access closure/alternates As a Folsom resident, I believe that the closure of Folsom Point for up to 7 years will be a disaster for the City and local area, and must be reconsidered immediately. #210-2 Socioeconomic businesses The impact on local business and residents will surely equal the other disastrous decision made by agencies out of the local area - namely, the closing of the Folsom Dam road due to 'security threats'. It is plain to me by looking at the condition of the historic area that the road closure has had a profound effect on the City, and the closing of facilities at the dam - Folsom Point - will surely have another negative effect, and hardly can be considered a 'fair' or 'shared' impact on the local community. Any plan that calls for the closing of existing recreational areas for multiple years, or other huge local impact, has to be regarded as flawed, particularly in light of the damage done to the City in the last few years by similar ill-considered closures.</p> <p>What are the other options that were considered and discarded? Why can't a staging area be constructed elsewhere to have a lesser impact on the existing recreational facilities? A project of this magnitude should surely be capable of including the construction of a staging area in an area with less impact. If not, why not?</p> <p>Please amend this draft plan to include staging in an area that will have far less local impact.</p> <p>#210-3 Public Involvement web access Also, I would like to point out that the EIS/EIR PDF documents are currently unavailable for review at the www.usbr.gov/mp website - any attempt to access them simply crashes the browser (Internet Explorer, Firefox or Opera).</p> <p>Is there an explanation for this sorry state of affairs?</p>
211	Nigel Olding Brady Beckmann	<p>To all concerned,</p> <p>Our family was astonished when we heard of the possibility of Folsom Point closing.</p> <p>We moved to Folsom 6 years ago and access to the Lake was one of our key purchase decisions. We bought a boat because of our vicinity to the lake. We poured a driveway and re-landscaped our yard to store our boat. We have purchased an annual pass every year and we use the lake all of the time!! Our kids are 7 and 10. They both learned to kayak, kneeboard, waterski on doubles then on a single ski and now are venturing into wakeboarding. We go fishing, swimming and sometimes just drive around the lake and meet up</p>

Sequence number: 1

Author:

Subject: #210-2

Date: 2/21/2007 6:06:54 PM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 2

Author:

Subject: 208-1

Date: 3/15/2007 5:41:25 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #210-1

Date: 3/15/2007 5:41:45 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: 208-3

Date: 3/14/2007 9:51:33 PM

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #209-1

Date: 3/15/2007 5:41:36 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #210-3

Date: 3/14/2007 9:54:50 PM

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. The Draft EIS/EIR was made available to the public in several manners, such as on CDs and in hard copy form at local libraries and to those who requested a copy, in addition to being accessible on the internet. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

		<p>with friends to have picnics and enjoy our incredible surroundings. Closing Folsom Point will dramatically effect the quality of our lives. It is not like we can just drive down the road and launch at Brown's Ravine. [redacted] #211-1 Recreation remaining lake access] The other launch ramps will NOT be able to keep up with the demand on the lake. Most of us will be turned away on the weekend.</p> <p>[redacted] #211-2 Recreation lake access closure/alternatives] A seven year closure will mean that our "Family Time" on the boat is gone. Gone until my kids are 14 and 17. High school and college age. In essence, the rest of their childhood. Please do something to STOP THIS!!! Is it possible to stage the work equipment on property closer to the Dam Road or the prison? I just cannot fathom another hit on the residents and businesses of Folsom.</p> <p>Please recognize this decision a complete disaster for the residents of Folsom. I sincerely appreciate your efforts to find another solution to this problem.</p>
<p>212</p>	<p>Brett Heeke</p>	<p>[redacted] #212-1 Recreation lake access closure] I am a Folsom Resident living within walking distance to Folsom Point/Dyke 8 and am very opposed to the proposition of closing the Folsom Point.access. This will be heavily destructive to our community and a lifestyle which makes Folsom such a great place to live. Please use all means necessary in finding an alternative for the Folsom Dam retrofit project.</p>
<p>213</p>	<p>Matt Henry</p>	<p>Dear Shawn Oliver,</p> <p>[redacted] #213 In support of project] I am sending you this e-mail to voice my opinions about the Folsom Dam Upgrades. I think that upgrading Folsom Dam is an excellent project. My feeling is that it is not a matter of if there is another major flood in the area only a question of when. Post Hurricane Katrina I don't think is responsible to ignore any reasonable opportunity to improve flood control.I am a White Water Guide on the South Fork of the American River and so my initial thoughts regarding dams are usually negative. however, I think this is a very positive project. I'm sure you know the arguments better than I regarding this project so I will not rehash what I know. I am a local Sacramento resident and spend much time around Folsom lake. Thank you for your consideration.</p>
<p>214</p>	<p>Sonia Deauville Darrell Fullerton Robert Hicks Diane Star Anderson-Hicks</p>	<p>Dear Mr. Oliver,</p> <p>[redacted] #214-1 Recreation lake access closure/alternatives] My e-mail message is in regard to the "proposed" SEVEN" year closure of Folsom Point State Park (AKA Dyke 8), with the purpose being, to use this beautiful state park as a staging area for different work projects on the dam and Mormon Island Spillway. I just cannot figure out why in the world, the Bureau of Reclamation and the U.S. Army Corp of Engineers, would ever make this decision, when there are other properties available, nearby, in which to use as a staging area? Closing a California State Park to thousands and thousands of families, for SEVEN years makes absolutely no sense to me, and I am outraged!!!! What are you thinking?</p> <p>[redacted] #214-2 Socioeconomics businesses] - I do not oppose positive improvements to the dam, of course, but there should be more consideration, and thought, given to these many, many families, businesses, and the environment, of which all, will be directly affected by this ridiculous proposal. Closing a very, very utilized state park for SEVEN years is just plain nuts!!!</p> <p>- Please explain to me why our government came up with this particular site, when there are other nearby areas that could be used, with far less impact on the community?</p> <p>Our two daughters, and their families, live in Folsom and are absolutely devastated with this "proposal". Please, Mr. Oliver, look into your heart, and choose an alternate site for this project.</p>
<p>215</p>	<p>To Bureau of reclamation. [redacted] #215-1 Recreation lake access closure] We are very concerned about the potential closure of various recreations area at Folsom Lake. Our family utilizes the Lake at least 2 times a week. [redacted] #215-2 Public Involvement] How can we obtain more information about this issue?</p>	

Sequence number: 1

Author:

Subject: #214-1

Date: 3/15/2007 5:42:44 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #211-2

Date: 3/15/2007 5:42:12 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #211-1

Date: 3/16/2007 12:29:37 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #212-1

Date: 3/15/2007 5:42:29 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #215-1

Date: 3/15/2007 5:44:08 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #214-2

Date: 2/21/2007 7:08:53 PM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 7

Author:

Subject: #213-1

Date: 3/14/2007 9:56:18 PM

T The Project Partners appreciate the comment reflecting support for the project.

216	P McM	<p>#216-1 Recreation lake access closure At this idea to close Folsom Pt for 7 years. Why? I find this unacceptable as well. You people are terrible. This is a drought year coming up, we take all our kids there to beat the heat.] This is the LAST open area of Folsom left. F**k off with this!!!! I'm going to the meetings to protest and I live in Carmichael and vote.</p>
217	Susan Patchett	<p>#217-1 PD alternate staging location Why not use the Folsom Dam Road recreational area for a staging area? There is a large parking lot that could be used and also there would access to the lake.</p>
218	Dear Mr. Oliver, Mr. Kelley V. Thorn	<p>#218-1 Recreation lake access closure/alternatives Today I read in the Folsom Telegraph newspaper of intentions to close Folsom Point at Folsom Lake. I am shocked and dismayed that it is the intent of the government to close a recreation area that is so important to so many. Just as the Bureau looked for ways to close the most beautiful scenery (Folsom Dam road) in the area, now you look to take away even more from area residents. I go on record as opposing the closure. Surely there must be a compromise.</p>
219	Barbara	<p>#219-1 Recreation lake access closure/alternatives I am writing to ask you PLEASE do not close Folsom Point (Dyke 8) while you retrofit the Folsom Dam. We suffered the loss of our travel trailer spot on Lake Berryessa where we used to launch our boat because of Federal Bureau of Reclamation issues and purposely moved to Folsom to be able to continue our pleasurable boating, fishing, and waterskiing. #219-2 Recreation remaining lake access If you close Folsom Point, we will never be able to use Brown's Ravine without the risk of overcrowding because of the closure of Folsom Point. We have our son and his family (an 8 yr. old and 4 yr. old) who love to water-ski and go out on the lake in our boat. Please consider other options for your retrofit project and do not close any of the launching facilities on Folsom Lake. I look forward to your reply.</p>
220	Fernando Gaudy	<p>City Council Members, #220-1 Recreation lake access closure I would like to express my disapproval for any plans to close Folsom Point as was suggested by the Fed Govt. The city has already been affected greatly by the quick closure of the Dam Road, and this move would severely impact all of the residents of Folsom and the surrounding areas that use Folsom Lake for recreation.</p>
221	anonymous	<p>Comment: We won't stop fighting this just because the comment period ends.....look for our full page add too. Story: Folsom Point closure protested Hundreds attend Saturday's rally in effort to save lake access #221-1 Recreation lake access closure Protesters angry over the Bureau of Reclamation's proposed closure of Folsom Point showed up at the recreation area on Saturday. By 12:15 p.m., approximately 150 people filled the parking lot at the corner of East Natoma Street and Folsom Point and more continued to stream in throughout the afternoon. Many took to the sidewalks to wave signs and encourage drivers to honk in protest. For more of this story, click on or type the URL below: http://folsomtelegraph.com/articles/2007/01/24/news/top_stories/01protest.txt</p>
222	Robert Jeffrey	<p>Shawn and Rebecca, I am writing to voice my displeasure with the proposed closure of Folsom Point. As a husband and father of two, the recreational access afforded by Folsom Point is an integral part of my family's outdoor life. We launch our boat to fish, ski and picnic from Folsom Point year round. #222-1 Recreation lake access closure/alternatives It is unacceptable to fully close a major part of our life for convenience and cost savings by construction crews. #222-2 Recreation remaining lake access The remaining launch points for Folsom Lake will be shut down with regularity during peak season due to severe overcrowding. As it is, Folsom Point gets overcrowded occasionally. Please re-consider closing Folsom Point and create a floating barge and/or temporary platform system for staging equipment. It is important to all of us, in Folsom, and beyond, that a part of our livelihood remains accessible. Our children's' formative years are the most critical, do not deny their opportunities for the sake of convenience. There are more reasons that Folsom Point</p>

Sequence number: 1

Author:

Subject: #222-2

Date: 3/15/2007 5:45:30 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #221-1

Date: 3/15/2007 5:45:21 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #219-2

Date: 3/16/2007 12:30:05 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #219-1

Date: 3/15/2007 5:44:46 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #218-1

Date: 3/15/2007 5:44:37 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #221-1

Date: 3/15/2007 5:45:11 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7

Author:

Subject: #220-1

Date: 3/15/2007 5:44:56 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 8

Author:

Subject: #216-1

Date: 3/15/2007 5:44:17 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 9

Author:

Subject: #217-1

Date: 3/15/2007 5:44:29 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

		<p>should remain open, but I feel I have stated the most important one. Thank you for reading this letter and please feel free to respond at any time.</p>
<p>223</p>	<p>To Bureau of Reclamation & Army Corp of Engineers, <input checked="" type="checkbox"/> #223-1 Recreation lake access closure/alternatives] I was shocked this morning to open up the Folsom Telegraph and read about the proposed closure of Folsom Point. Along with many of the protestors at Folsom Point last week, I too live in the area and my family spends many summer days at Folsom Point picnicking and boating. The entire Folsom Dam issue including the road closure has been a real sore spot for me and many Folsom residents and my family and adding to that for another seven years is ridiculous. According to the newspaper article, the city has already proposed alternatives which appear to have gone unrecognized by your two organizations. As you continue to restrict access to the lake more and more, we, the residents of Folsom, become more and more angered by your actions. Look for an alternative and keep access to our lake OPEN!!</p>	<p>Charlie Parrish</p>
<p>224</p>	<p><input checked="" type="checkbox"/> #224-1 In Support of Project] I've lived in Folsom for 13 years. I have no problem with the closure of the point so that you can do the work you need to do. People in this town are greedy, and selfish. They only care about themselves. Since the closure of the Dam road traffic has increased on Green valley. I say close Dyke 8 and get rid of the drugs, drinking and traffic for the next 7 years. If you go somewhere else in Folsom they will only complain over that spot too.</p>	<p>Anonymous</p>
<p>225</p>	<p><input checked="" type="checkbox"/> #225-1 General] Please keep this place open to boaters!!</p>	<p>Vicky Walasek</p>
<p>226</p>	<p>As a long standing member of the community of Folsom, I have seen many changes to our community throughout the years. <input checked="" type="checkbox"/> #226-1 Socioeconomics businesses] I know that the City Leaders could care less if Folsom Point is closed for seven years, but the economy is going to be greatly altered for surrounding businesses, not only in Folsom, but also El Dorado Hills. Many locals rely on the Spring, Summer and Fall recreational use of the lake to greatly supplement their income. Closure of Folsom Point could be disastrous for many local businesses.</p>	<p>Anonymous</p>
	<p><input checked="" type="checkbox"/> #226-2 Recreation lake access closure] Folsom Point is not just a boat launch, but also an area for locals to run, walk and bike throughout the year. Seven years (if not longer), is a long time to not be able to enjoy what little of nature we have left. As a concerned, uninformed community, we encourage you to find an alternative area to store your equipment for upcoming projects. Please help us to save what little open space we have left to enjoy.</p>	
	<p><input checked="" type="checkbox"/> #226-3 Recreation remaining lake access] Think about what affect the closure of Folsom Point will have on other communities, such as El Dorado Hills and Granite Bay. The closure could prove to be an overwhelming blow to an already busy, overcrowded recreational season.</p>	<p>Andy Benson</p>
<p>227</p>	<p><input checked="" type="checkbox"/> #227-1 Recreation lake access closure] To whom it may concern; I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well. Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.</p>	<p>Teresa Black</p>
<p>228</p>	<p><input checked="" type="checkbox"/> #228-1 Socioeconomics] I take exception to closing the Folsom Point ramp for seven years. You undoubtedly heard much about economic impacts already. I hope someone already mentioned that these impacts constitute quality-of-life issues that would likely be reflected in real estate values, etc. <input checked="" type="checkbox"/> #228-2 PD alternative staging area] Please consider another staging site, or if it is the ramp that you need, please build a new ramp at Browns Ravine or nearby then close Folsom Point. I'd even be happy with a good ramp system at Beal's Point. I worked in state government long enough to understand the trouble not-in-my-backyard attitudes can cause. I hope we can avoid such</p>	<p>Roy Moore</p>

Sequence number: 1

Author:

Subject: #226-1

Date: 2/21/2007 6:08:05 PM -08'00'

T Socioeconomics Business - See Response to Comment #12-1

Sequence number: 2

Author:

Subject: #223-1

Date: 3/15/2007 5:45:40 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #226-3

Date: 3/16/2007 12:30:45 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #227-1

Date: 3/15/2007 5:46:14 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #226-2

Date: 3/15/2007 5:46:03 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #228-2

Date: 3/15/2007 5:46:24 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7

Author:

Subject: #224-1

Date: 3/4/2007 5:27:13 PM -08'00'

T The Bureau of Reclamation and the Corps of Engineers appreciate the comment reflecting support for the project.

Sequence number: 8

Author:

Subject: #228-1

Date: 2/21/2007 6:08:18 PM -08'00'

T Socioeconomics Business - See Response to Comment #12-1

Sequence number: 9

Author:

Subject: #225-1

Date: 3/15/2007 5:45:53 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

229		<p>attitudes with the Folsom Lake upgrade.</p> <p>I am writing to both of you on this topic, as I was unable to attend a meeting a 6 pm on the 10th at the Folsom Community Center, 52 Natomas Street. I received an email from one of my neighbors that morning. Unfortunately I was on the east coast for meetings, otherwise I would have been able to attend. I was a little taken aback however on the extremely short notice for this meeting.</p> <p>#229-1 Socioeconomics businesses.] Folsom Lake is an important asset for outdoor recreation enthusiasts and as such has a very big impact on home values and our economy. Closing access to its shorelines and boat ramps will be very detrimental to the people who use those amenities and extremely harmful to the local home values in the region. Some of the local businesses, which depend on their proximity to Folsom Lake for their success, could very likely be forced out of business as well.</p> <p>I myself just purchased a home in Briggs Ranch. It closed in May and I just moved in last July. I paid a premium, even though we were in a "down" market, for the specific purpose of having access to Folsom Point. There were several families at that point competing for homes in this area and it was at a time where there were surplus homes that were, and still are, available in other areas for VERY attractive comparative prices. Now to think of losing this access for up to seven years is, to say it politely, very disappointing. Not only from an access to the lake point of view, but from the perspective of the impact it will have on my investment. All of the sudden, Folsom becomes a bad investment. Is this truly the impact you wish to have on our community?</p> <p>The impact will be enormous, not only to me but our community. #229-2 PD alternative staging areas.] In the light that there are other alternatives to consider, I hope you will give this further thought. I would suggest considering the sides of the new closed Dam Road as well as the large parking area to the closed vista/picnic area, also closed to the public.</p> <p>#229-3 Public Involvement meeting announcement.] I find it interesting that the announced time of the meeting came out on the same day of its occurrence. I would obviously not be alone in being extremely disappointed to lose continued access to the lake and its shoreline before, during, and after any construction takes place.</p>
230	Jim Kinnicutt	<p>#230-1 Recreation parking.] You are undoubtedly familiar with the location of Pinebrook Plaza and Pinebrook Village because of the proximity to your office. We have two major concerns with the proposed closing of Folsom Point and the raising of the Dam. It is a natural presumption that closing Folsom Point would not impact this side of the river. This is not true. Because Folsom Lake is one of the most popular recreational areas in the State, we often feel the impact from Beal's Point. There is an inclination to stash one or more cars in our parking lot at the Plaza so that a third car is the only one charged a Park entry fee.</p> <p>Beal's Point is also closed a number of times throughout the summer because of overflow crowds. We again find the park users filling our parking lot. Any reduction in access to Folsom Lake, although it may be on the other side of the river, will bring more abuse of our available parking. Fourteen businesses will be adversely influenced. The Plaza is the closest point of entry to Beal's Point where a car can be left when roadside parking is unavailable or the park is closed. Recreational users walk into the lake leaving their vehicles at Pinebrook Plaza. If Folsom Point is not available they will come to this side of the river further aggravating the current problem.</p> <p>#230-2 Geology and soils.] We also have a continuing concern about the high water table in this area. Because manufactured homes are installed on piers, any loss of stability of the soil is a concern. We feel these items should be considered when authorized changes in the project are under consideration. #230-3 Recreation lake access closure.] Folsom Point must remain open to meet recreational needs.</p>
231	Neva J Cimaroli	<p>Thank you for discussing the Folsom Lake Flood Control Project with me at the Public Hearing last week. I'm writing you to voice concerns on behalf of the Sacramento Valley Marine Association. The organization I represent has 30 Members who have boat dealerships within the greater Sacramento Metropolitan area and generate in excess of \$100 million dollars in annual sales. I hope to provide information that will help the Bureau of Reclamation better understand the impacts this project will have on the Boat Dealers, Merchants, City of Folsom, Parks and Recreation and the local economy in the Sacramento region.</p> <p>As an organization representing the recreational industry we support properly managed valuable water resources, the flood control upgrade and the bridge crossing at Folsom Lake. It is not our desire to stop this project, but instead help minimize or eliminate the</p>

Sequence number: 1
Author:
Subject: #229-2
Date: 3/15/2007 5:46:36 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2
Author:
Subject: #230-3
Date: 3/15/2007 5:46:50 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3
Author:
Subject: #229-3
Date: 3/4/2007 12:40:29 PM -08'00'

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 4
Author:
Subject: #229-1
Date: 3/15/2007 7:46:25 AM

T Socioeconomics Business - See Response to Comment #12-1
Residential Property Values - Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.3 and 4.3.5 in Chapter 4 of the Final EIS/EIR for more information. As described in Chapter 2 and 4 of the Final EIS/EIR, Folsom Point will remain open for recreation during the peak season; therefore, there would be no impacts to property values from the closure of Folsom Point.

Sequence number: 5
Author:
Subject: #230-1
Date: 3/16/2007 12:35:06 PM

T Recreation Parking – Although we sympathize with the parking problems in your shopping center, Reclamation and CDPR do not have the authority to control illegal parking on private property. Generally, the responsibility lies within the property owner.

Sequence number: 6
Author:
Subject: #230-2
Date: 3/4/2007 12:40:42 PM -08'00'

T Geology and Soils/High Groundwater – The proposed project will not increase groundwater levels in the area. No actions are being proposed that would increase groundwater recharge.

		<p>impacts to the business community. As stated in the EIR with interpretation, this project will cause hardship on the local economy. The City of Folsom, El Dorado Hills and the South Placer Communities use Folsom Lake as the barometer for success. The business community is directly tied to lake levels, public access, and water availability at this facility. After reviewing the EIR for this project, it suggests the closure and or partial closure of several major access points on Folsom Lake which include Folsom Point, Beal's Point and Granite Bay. [#231-1 Socioeconomics businesses]. Closure or restriction of any access points to the lake will have significant revenue impacts on the local Boat Dealers and Merchants, the City of Folsom and Parks and Recreation who solely depend on this facility for their revenue.</p> <p>[#231-2 Public Involvement]. We ask that you allow us to provide input and include us in any way possible to help mitigate the lost revenue exposure described in the current plan. [#231-3 PD alternative staging areas.] We submit to you there are alternate options and ways to complete this project that will minimize impacts to lake access and maintain a healthy business environment for the merchants.</p> <p>The following items should be considered as options:</p> <ul style="list-style-type: none"> • Identify alternate staging areas to eliminate park access point closure. • Minimize or restrict construction during peak summer season time. • [#231-4 Recreation mitigation.] Construct additional lake launching access points and possibly retain after construction is complete. <p>On behalf of the Sacramento Valley Marine Association, we look forward to providing input and working together to make this project business and community friendly. If you wish to contact me for further discussion, I can be reached at 916-988-1704.</p>
<p>232</p>	<p>[#232-1 Agency responsibility and cost allocation.] We recommend that the EIS/EIR more clearly state in the opening paragraphs the various components of the DS/FDR, which agency has the responsibility for completion of each component, and the proposed cost sharing responsibility. Table ES-1 could be expanded to include the above request, and should include ecosystem restoration and L.L. Anderson work. The opening paragraphs should clarify that the only joint federal project is the auxiliary spillway.</p> <p>The process to allocate the joint federal project auxiliary spillway costs between safety of dams and flood control should also be discussed, along with opportunity for public input on the proposed allocation. The 2002 Corps of Engineers Chief's Report indicated that approximately 48% of the proposed project cost would be allocated to safety of dams and 52% would be allocated to flood control. The basis for this determination was not disclosed. Later, a computation error was found in the report, and the proposed allocation was changed to 43% for safety of dams and 57% to flood control. Again, the basis of the allocation was not disclosed. We recommend the cost allocation process be made transparent for all of the project features and allow for public input.</p> <p>We believe the separable costs/remaining benefits allocation procedure should be used to allocate the joint federal project costs for the auxiliary spillway. The costs that are specific to the Corps of Engineers should be allocated to flood control, and Reclamation costs specific to safety of dams should be allocated in accordance with the existing safety of dams formula. [#232-2 Alternative costs.] We also believe that the estimated costs of the five alternatives, along with the benefits, should be included in the EIR/EIS. The estimated cost and benefits for the preferred alternative were shown on an informational display at the public hearing, but were not shown in the socioeconomic section of the EIS/IER.</p>	<p>more thorough explanations of some of the features and relationships of the project are needed. The following comments address those concerns.</p> <p>[#232-3 Flood control reservation.] We are concerned that a flood control reservation is being set between 400,000 acre-feet and 600-</p>

James H Pope

Sequence number: 1

Author:

Subject: #232-2

Date: 3/15/2007 7:59:20 AM

T Costs of Alternatives – Costs and the benefits of the alternatives are not required in an EIS/EIR. The EIS/EIR addresses the environmental impacts of the alternatives and assumes that cost justification is documented elsewhere. Costing of the alternatives and the presentation of benefits is discussed in supporting documents for the Folsom DS/FDR actions. The Corps costs are more fully described in the PAC Report.

Sequence number: 2

Author:

Subject: #231-3

Date: 3/15/2007 5:47:08 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #231-1

Date: 2/21/2007 6:09:01 PM -08'00'

T Socioeconomics Business - See Response to Comment #12-1

Sequence number: 4

Author:

Subject: #232-1

Date: 3/16/2007 9:04:48 AM

T Agency Responsibilities and Cost Allocation – The EIS/EIR stated that the Dam Safety responsibilities are those of Reclamation and Flood Damage Reduction actions those of the Army Corps of Engineers. The Joint Federal Project (JFP) Auxiliary Spillway addresses both Dam Safety and Flood Damage Reduction issues and addresses the missions of both agencies. The seismic and static upgrades to the concrete dam and earthen structures are Dam Safety issues and are the responsibility of Reclamation. Any dam raise would be a Flood Damage Reduction measure and thus the responsibility of the Corps. Cost allocation is not an EIS/EIR issue, therefore, not discussed. The allocation of costs between the two agencies is conducted under a separate processes within each of the agencies Congressional authorities. The Corps costs are more fully described in the PAC Report.

Sequence number: 5

Author:

Subject: #231-4

Date: 3/15/2007 5:47:17 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #232-3

Date: 3/16/2007 8:43:03 AM

T Flood Control Reservation – Flood control reservation is an operations feature and discussed in the Water Control Manual; it is not an issue for this EIS/EIR. This EIS/EIR addresses the construction impacts related to hydrologic, seismic, static, and security concerns for the Folsom Facility. This project will not change the flood control reservation nor operations. Changes to the Water Control Manual will be addressed under a separate project. The updated Water Control Manual will include variable flood storage space, analysis for forecast based operations, new flood release schedules, and a plan component for potential repayment of potential water supply losses resulting from implementation of the revised Manual. Development of the manual will be a collaborative process with the appropriate level of environmental analysis, public, agency, and stakeholder coordination, and appropriate NEPA/CEQA documentation.

Sequence number: 7

Author:

Subject: #231-2

Date: 3/15/2007 7:52:28 AM

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement and will continue to keep the public informed throughout the construction phases. For more information,

		<p>impacts to the business community. As stated in the EIR with interpretation, this project will cause hardship on the local economy. The City of Folsom, El Dorado Hills and the South Placer Communities use Folsom Lake as the barometer for success. The business community is directly tied to lake levels, public access, and water availability at this facility. After reviewing the EIR for this project, it suggests the closure and or partial closure of several major access points on Folsom Lake which include Folsom Point, Beal's Point and Granite Bay. [#231-1 Socioeconomics businesses]. Closure or restriction of any access points to the lake will have significant revenue impacts on the local Boat Dealers and Merchants, the City of Folsom and Parks and Recreation who solely depend on this facility for their revenue.</p> <p>[#231-2 Public Involvement]. We ask that you allow us to provide input and include us in any way possible to help mitigate the lost revenue exposure described in the current plan. [#231-3 PD alternative staging areas.] We submit to you there are alternate options and ways to complete this project that will minimize impacts to lake access and maintain a healthy business environment for the merchants.</p> <p>The following items should be considered as options:</p> <ul style="list-style-type: none"> • Identify alternate staging areas to eliminate park access point closure. • Minimize or restrict construction during peak summer season time. • [#231-4 Recreation mitigation.] Construct additional lake launching access points and possibly retain after construction is complete. <p>On behalf of the Sacramento Valley Marine Association, we look forward to providing input and working together to make this project business and community friendly. If you wish to contact me for further discussion, I can be reached at 916-988-1704.</p>
<p>232</p>	<p>James H Pope</p>	<p>This letter responds to your December 21, 2006 request for comments on the Folsom Dam Safety and Flood Damage Reduction (DS/FDR) Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). The Northern California Power Agency (NCPA) provided oral comments at the public hearing on January 9, 2007, and this letter supplements those statements. NCPA supports the flood damage reduction features proposed for this project. In our review of the document, however, we believe more thorough explanations of some of the features and relationships of the project are needed. The following comments address those concerns.</p> <p>[#232-1 Agency responsibility and cost allocation.] We recommend that the EIS/EIR more clearly state in the opening paragraphs the various components of the DS/FDR, which agency has the responsibility for completion of each component, and the proposed cost sharing responsibility. Table ES-1 could be expanded to include the above request, and should include ecosystem restoration and L.L. Anderson work. The opening paragraphs should clarify that the only joint federal project is the auxiliary spillway.</p> <p>The process to allocate the joint federal project auxiliary spillway costs between safety of dams and flood control should also be discussed, along with opportunity for public input on the proposed allocation. The 2002 Corps of Engineers Chief's Report indicated that approximately 48% of the proposed project cost would be allocated to safety of dams and 52% would be allocated to flood control. The basis for this determination was not disclosed. Later, a computation error was found in the report, and the proposed allocation was changed to 43% for safety of dams and 57% to flood control. Again, the basis of the allocation was not disclosed. We recommend the cost allocation process be made transparent for all of the project features and allow for public input.</p> <p>We believe the separable costs/remaining benefits allocation procedure should be used to allocate the joint federal project costs for the auxiliary spillway. The costs that are specific to the Corps of Engineers should be allocated to flood control, and Reclamation costs specific to safety of dams should be allocated in accordance with the existing safety of dams formula. [#232-2 Alternative costs.] We also believe that the estimated costs of the five alternatives, along with the benefits, should be included in the EIR/EIS. The estimated cost and benefits for the preferred alternative were shown on an informational display at the public hearing, but were not shown in the socioeconomic section of the EIS/IER.</p> <p>[#232-3 Flood control reservation.] We are concerned that a flood control reservation is being set between 400,000 acre-feet and 600-</p>

please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

		<p>000 acre-feet for Folsom Dam, when a more flexible reservation system would greatly increase the value of the water resource. A flexible reservation should include factors such as the water year type, ability to make earlier releases to increase the flood control reservation as needed, and forecast based operations. Thus, for example, a drier water year would have a smaller reservation for flood control, allowing more water to be kept in Folsom Dam to meet recreation, water temperature, water quality, environmental, irrigation, municipal and industrial, and power needs. Pre-releases could be made if a large storm approaches the area in order to create a larger flood control reservation. A strict acre-foot flood control reservation system may create too large of a hole in a dry water year to allow the reservoir to fill and meet the Folsom Dam water requirements.</p> <p>#232-4 Folsom reoperation. We also support the continued utilization and improvement of forecast based operations to predict flood events. We believe it is important for the Corps to incorporate an advanced release methodology based on weather forecasts to reduce the flood exposure in California. A discussion of how the Folsom Reoperations Study ties into this EIS/EIR should be included in the document.</p> <p>#232-5 Temperature control device. There is little discussion on the temperature control shutters in the document. We believe this presents a great opportunity to design a more comprehensive temperature control device, similar to that being used for Shasta Dam, where water can be gathered from all levels of the reservoir and put through the generation penstocks. This would greatly enhance the ability to control American River temperatures, and would also eliminate the need to bypass the generators in dry water years, which deprives California of greenhouse gas emissions free power generation.</p> <p>#232-6 Security. My last comment relates to the security features, which are only obliquely discussed under the alternatives listed in this EIS/EIR. The document did not provide any details regarding the anticipated cost or how those costs would be allocated to the various project purposes. We believe these issues should also be vetted in a public forum.</p> <p>We appreciate your consideration of these comments. Please contact Jerry Toenyes at 916-781-4297 or Alan Zepp at 916-781-4238 of NCPA staff if you have any questions regarding these comments.</p>
<p>233</p>	<p>Kristi Cooper</p>	<p>S Oliver,</p> <p>#233-1 Property value. I am writing in protest to the proposed closure of Folsom Point. Many people in this area have purchased homes here because of the easy access to the lake. Businesses and residents alike have suffered because of the closure of the dam road. Now we are having to take another blow with the possible closure of our access to the lake. There has got to be another way to accomplish what needs to be done without closing this park.</p> <p>#233-2 PD alternative staging areas. The lookout point by the Dam itself sits empty and is already set in an area with easy access to the Dam. The road there is already closed and would put no one out.</p> <p>Please find another way to accomplish your task.</p>
<p>234</p>	<p>Marilyn Daily Alan Daily</p>	<p>#234-1 Property values. We live a few blocks from Folsom Point and would be very disappointed to have it closed for any length of time. Closure and storage of construction equipment would have a serious negative impact on this residential area. Please utilize other non-residential and less used areas. Closure would negatively impact locals as well as thousands of others who come to the lake for year round enjoyment.</p> <p>Please remember that the Folsom Dam road has already been closed with a significant negative impact. No more, please.</p> <p>Ladies and Gentlemen,</p> <p>#235-1 Property values. We appreciate the hard work you are doing for retrofit the Folsom dam; however another alternative needs to be found that would allow Folsom Point to remain open to the public.</p> <p>The economic impact of closing Folsom Point would hurt businesses and home values in the area. #235-2 Recreation remaining access points. The availability of Folsom Lake for people to enjoy would be greatly diminished. Already the lake fills quickly on summer days. With Folsom Point being closed many recreational enthusiasts would not be able to enjoy the lake.</p> <p>Please do not close Folsom Point.</p>
<p>235</p>	<p>Matt & Emily Brayton</p>	<p>#235-1 Property values. We appreciate the hard work you are doing for retrofit the Folsom dam; however another alternative needs to be found that would allow Folsom Point to remain open to the public.</p> <p>The economic impact of closing Folsom Point would hurt businesses and home values in the area. #235-2 Recreation remaining access points. The availability of Folsom Lake for people to enjoy would be greatly diminished. Already the lake fills quickly on summer days. With Folsom Point being closed many recreational enthusiasts would not be able to enjoy the lake.</p> <p>Please do not close Folsom Point.</p>

Sequence number: 1
Author:
Subject: #235-2
Date: 3/16/2007 12:57:23 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2
Author:
Subject: #233-2
Date: 3/15/2007 5:47:41 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3
Author:
Subject: #232-5
Date: 3/15/2007 12:53:18 PM

T As described in the PAC Report, the originally authorized Folsom Dam Raise Project included improvements to the temperature control shutters as part of the ecosystem restoration component of the project. The Selected Plan (Refined Authorized Project) described in the PAC Report does not recommend any changes to this element of the authorized project, which is analyzed in the 2002 Long Term Feasibility Study/EIS/EIR. Supplemental environmental analysis, coordination and documentation would be completed if needed for this feature in the pre-construction, engineering and design phase of the project. Temperature control shutters are not addressed in this EIS/EIR.

Sequence number: 4
Author:
Subject: #232-4
Date: 3/16/2007 12:56:14 PM

T Folsom Reoperation – The Folsom DS/FDR project addresses hydrologic, static, seismic, and safety concerns for the Folsom Facility. The authorization for the Folsom Modifications Project directs the Corps to change the variable flood storage space at Folsom Lake from the current interim operation of 400,000 acre-feet to 670,000 acre-feet to a 400,000 acre-feet to 600,000 acre-feet (400/600) permanent variable flood space operation once the Folsom Modifications Project has been implemented. The Corps, with coordination by Reclamation, will develop a new flood control manual for Folsom Dam for implementation prior to completion of the JFP Auxiliary Spillway. The new flood control manual feature is currently being scoped as a parallel process and is not linked to the Folsom DS/FDR. **Therefore, in this EIS/EIR, operations are analyzed and disclosed based upon current operational requirements. The parallel flood control manual development and study will include variable flood storage space, including analysis of forecast based operations, new flood release schedules and a plan component for repayment of potential water supply losses resulting from implementation of this flood control manual. This parallel study will be a collaborative process with the appropriate level of environmental analysis, public, agency and stakeholder coordination, and appropriate NEPA/CEQA documentation. The Water Control Manual will not need to be revised to construct this project.**

Sequence number: 5
Author:
Subject: #234-1
Date: 3/15/2007 5:47:55 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Residential Property Values - Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.3 and 4.3.5 in Chapter 4 of the Final EIS/EIR for more information. As described in Chapter 2 and 4 of the Final EIS/EIR, Folsom Point would remain open for recreation during the peak season; therefore, there would be no impacts to property values from the closure of Folsom Point.

Sequence number: 6
Author:
Subject: #235-1
Date: 3/16/2007 12:57:12 PM

T See Response to Comment #12-1.

Residential Property Values - Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This

		<p>000 acre-feet for Folsom Dam, when a more flexible reservation system would greatly increase the value of the water resource. A flexible reservation should include factors such as the water year type, ability to make earlier releases to increase the flood control reservation as needed, and forecast based operations. Thus, for example, a drier water year would have a smaller reservation for flood control, allowing more water to be kept in Folsom Dam to meet recreation, water temperature, water quality, environmental, irrigation, municipal and industrial, and power needs. Pre-releases could be made if a large storm approaches the area in order to create a larger flood control reservation. A strict acre-foot flood control reservation system may create too large of a hole in a dry water year to allow the reservoir to fill and meet the Folsom Dam water requirements.</p> <p>[#232-4 Folsom reoperation.] We also support the continued utilization and improvement of forecast based operations to predict flood events. We believe it is important for the Corps to incorporate an advanced release methodology based on weather forecasts to reduce the flood exposure in California. A discussion of how the Folsom Reoperations Study ties into this EIS/EIR should be included in the document.</p> <p>[#232-5 Temperature control device.] There is little discussion on the temperature control shutters in the document. We believe this presents a great opportunity to design a more comprehensive temperature control device, similar to that being used for Shasta Dam, where water can be gathered from all levels of the reservoir and put through the generation penstocks. This would greatly enhance the ability to control American River temperatures, and would also eliminate the need to bypass the generators in dry water years, which deprives California of greenhouse gas emissions free power generation.</p> <p>[#232-6 Security.] My last comment relates to the security features, which are only obliquely discussed under the alternatives listed in this EIS/EIR. The document did not provide any details regarding the anticipated cost or how those costs would be allocated to the various project purposes. We believe these issues should also be vetted in a public forum.</p> <p>We appreciate your consideration of these comments. Please contact Jerry Toenyes at 916-781-4297 or Alan Zepp at 916-781-4238 of NCPA staff if you have any questions regarding these comments.</p>
<p>233</p>	<p>Kristi Cooper</p>	<p>[#233-1 Property value.] I am writing in protest to the proposed closure of Folsom Point. Many people in this area have purchased homes here because of the easy access to the lake. Businesses and residents alike have suffered because of the closure of the dam road. Now we are having to take another blow with the possible closure of our access to the lake. There has got to be another way to accomplish what needs to be done without closing this park.</p> <p>[#233-2 PD alternative staging areas.] The lookout point by the Dam itself sits empty and is already set in an area with easy access to the Dam. The road there is already closed and would put no one out.</p> <p>Please find another way to accomplish your task.</p>
<p>234</p>	<p>Marilyn Daily Alan Daily</p>	<p>[#234-1 Property values.] We live a few blocks from Folsom Point and would be very disappointed to have it closed for any length of time. Closure and storage of construction equipment would have a serious negative impact on this residential area. Please utilize other non-residential and less used areas. Closure would negatively impact locals as well as thousands of others who come to the lake for year round enjoyment.</p> <p>Please remember that the Folsom Dam road has already been closed with a significant negative impact. No more, please.</p>
<p>235</p>	<p>Matt & Emily Brayton</p>	<p>Ladies and Gentlemen, [#235-1 Property values.] We appreciate the hard work you are doing for retrofit the Folsom dam; however another alternative needs to be found that would allow Folsom Point to remain open to the public.</p> <p>The economic impact of closing Folsom Point would hurt businesses and home values in the area. [#235-2 Recreation remaining access points.] The availability of Folsom Lake for people to enjoy would be greatly diminished. Already the lake fills quickly on summer days. With Folsom Point being closed many recreational enthusiasts would not be able to enjoy the lake.</p> <p>Please do not close Folsom Point.</p>

is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.3 and 4.3.5 in Chapter 4 of the Final EIS/EIR for more information. As described in Chapter 2 and 4 of the Final EIS/EIR, Folsom Point would remain open for recreation during the peak season; therefore, there would be no impacts to property values from the closure of Folsom Point.

Sequence number: 7

Author:

Subject: #233-1

Date: 3/16/2007 12:57:02 PM

T See Response to Comment #12-1.

Residential Property Values - Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.3 and 4.3.5 in Chapter 4 of the Final EIS/EIR for more information. As described in Chapter 2 and 4 of the Final EIS/EIR, Folsom Point would remain open for recreation during the peak season; therefore, there would be no impacts to property values from the closure of Folsom Point.

Sequence number: 8

Author:

Subject: #232-6

Date: 3/4/2007 4:07:15 PM -08'00'

T Security – The costs for security upgrades are outside the scope of the NEPA process.

<p>236</p>	<p>Dear Shawn, As a long time River Park resident in Sacramento, I have lived one block from the American River for 45 years. Folsom Dam has provided adequate protection during these years. #236-1 Auburn Dam.] If funds are available now, why not complete the unfinished Auburn Dam that would give us added flood protection, ample water storage, clean hydroelectric power and recreation. Wouldn't this be a better safety valve than one added spillway?</p>	<p>Michael G Butler,Jr</p>
<p>237</p>	<p>To whom it may concern: #237-1 Recreation lake access closure.] I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well. Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.</p>	<p>Sherri McNear</p>
<p>238</p>	<p>Mr. Oliver, #238-1 Recreation lake access closure.] I am writing to express my disappointment regarding the potential closure of Folsom Point. This is the ONLY boat ramp my family used in 2006 because of its proximity to our home, ease of use and overall courtesy of fellow boaters. I have seen the crowds and heard horror stories regarding lengthy wait times and lack of parking at other boat ramp facilities, and do not desire to experience it first-hand. Boating traffic is increasing, not decreasing, thus it seems foolish to consider closing one of the needed facilities. There must be other alternative sites that will not interfere with the recreational aspects of Folsom Lake. Please find a better solution!</p>	<p>Sandy Econome</p>
<p>239</p>	<p>Dear Shawn Oliver, Bureau of Reclamation, we are property owners who live not 6mins. from Lake Folsom launching area. We object severely the proposal to close down Folsom Point recreation area for storing equipment while building a new spillway etc. #239-1 Dam Road closure.] First off we believe as many others that upping security of the original dam road was a better option than closing it in the first place. Most of which I do believe was politically motivated. #239-2 PD alternative staging areas.] If dam worked is done there are many other options for storage along the lake edge that would not infringe on the recreation of all Folsom residents and others in the surrounding areas. For starters there is the Folsom Prison on prime real estate that has access to being right on the lake. Lots of property that could possibly be loaned out to the citizens of this area for your purposes of storing equipment. If not that idea, there are plenty of spaces along the lake edge to be created that will accomplish the same thing without disturbing a beautiful recreation and park area we presently enjoy very much. #239-3 Recreation lake access closure.] Six to seven years of closing this facility is outrageous and insensitive to the rights of many good families in the area. We bought our home knowing the asset of living near the lake and having direct access to it was a big plus. Our homes in our neighborhood have many boats that use this facility with their family and friends. I'm sure that this can be worked out to where another location can be made workable. It may take a little more effort to be creative but I do believe it is highly possible to do so.</p>	<p>Gail and Dennis Wierzba</p>
<p>240</p>	<p>Mr. Oliver: #240-1 Public Involvement information availability.] I am staring at this web page: http://www.usbr.gov/mp/nepa/nepa_projdetails.cfm?Project_ID=1808. which shows a dozen or so reports, all with the same name (or close to it). How utterly unhelpful! Can you point out a place where an interested party can discover (in two pages or less) the answer to this obvious question? What is it that you propose to build (or modify), and when?</p>	<p>Linton A. Brown</p>

Sequence number: 1
Author:
Subject: #240-1
Date: 3/15/2007 8:23:20 AM

T The originally proposed Folsom DS/FDR actions are described in Chapter 2 and summarized in the Executive Summary of the Draft EIS/EIR. The revised Folsom DS/FDR project, including the proposed construction schedule, is described in Chapter 2 of the Final EIS/EIR. The complexity of the project requires a comprehensive project description. The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 2
Author:
Subject: #237-1
Date: 3/15/2007 5:48:16 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3
Author:
Subject: #239-3
Date: 3/16/2007 12:57:56 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4
Author:
Subject: #238-1
Date: 3/15/2007 5:48:26 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5
Author:
Subject: #239-2
Date: 3/15/2007 5:48:40 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6
Author:
Subject: #239-1
Date: 2/15/2007 10:57:44 AM -08'00'

T Dam Road Closure – The closure of Folsom Dam Road is addressed in the EIS for the Folsom Dam Road Access Restriction, an action which is not related to the Folsom DS/FDR actions.

Sequence number: 7
Author:
Subject: #236-1
Date: 3/15/2007 2:14:56 PM

T Auburn Dam – The potential for an upstream storage facility, including Auburn Dam, to meet the objectives of the Folsom DS/FDR was evaluated early in the alternatives assessment process (see Section 2.1.6 of the Draft EIS/EIR) and was eliminated because an Auburn Dam would not meet project purpose and needs. Construction of a new facility upstream of Folsom Reservoir would not address the dam safety or dam security objectives, as described in Chapter 1 of the Final EIS/EIR. There is an immediate need to upgrade the Folsom facilities which can be accomplished under current authorities. Also see Section 4.3.6 in Chapter 4 of the Final EIS/EIR.

<p>241</p>	<p>The environmental analysis process has reached, indeed gone far beyond, information saturation. It has certainly lost track of the need for clarity and conciseness in governmental reports.</p>	<p>To whom it may concern. <input type="checkbox"/> #241-1 Recreation lake access closure.] I have heard about the recent proposal to close Folsom Point State Recreation Area for up to 7 years, and I am strongly opposed to this closure. We live in Briggs Ranch, and often enjoy having convenient access to Folsom Lake. With the proposed closure, we would no longer have this access. Many people who live in Folsom and the surrounding communities use Folsom Point for all sorts of recreational activities (ie-walking, biking, running, boating, etc.). I hope you will consider other alternative solutions, rather than the closure of Folsom Point. Thank you for your consideration in this matter.</p>
<p>242</p>	<p>To Whom it may concern, <input type="checkbox"/> #242-1 Recreation lake access closure/alternatives.] I object to the closure of Folsom Point. Folsom Point is one of the only access points here in my vicinity to the Lake.] We are new business owners to this town and have lived here for almost 8 years. I like living here and what this town has to offer. With the closure of the Dam road it not only was an inconvenience but had a negative effect on traffic.....I could go on and on.] I'm sure you have heard this many times. I'm sure this is an important phase in revamping the Dam road. I only hope that there are other options to consider.</p>	<p>To Whom it may concern, <input type="checkbox"/> #243-1 Socioeconomics businesses.] Specifically, my comments pertain to the multi year closure of Folsom Point recreation area to create a construction staging area. As you know closure of this highly used recreational area will cause millions of dollars in economic impacts to the Folsom community. <input type="checkbox"/> #243-2 PD alternative staging areas.] Have you evaluated another and potentially much less costly alternative to closing Folsom Point; which is to lease land from the State of California that is currently used for cattle grazing adjacent to Folsom Prison along Natomas road? With the construction of the new bridge just downstream of the Dam on recently acquired prison property, it would seem that additional land could be leased that would allow for construction operations for both projects. Once the new bridge is ready to open, construction traffic for the dam improvements could be handled via a temporary traffic light on the new road servicing the bridge.] Thank you for the opportunity to comment. I look forward to your response.</p>
<p>243</p>	<p>Shawn and Rebecca, this e-mail is to submit comments on the EIS for the Folsom Dam Safety improvements. <input type="checkbox"/> #243-1 Socioeconomics businesses.] Specifically, my comments pertain to the multi year closure of Folsom Point recreation area to create a construction staging area. As you know closure of this highly used recreational area will cause millions of dollars in economic impacts to the Folsom community. <input type="checkbox"/> #243-2 PD alternative staging areas.] Have you evaluated another and potentially much less costly alternative to closing Folsom Point; which is to lease land from the State of California that is currently used for cattle grazing adjacent to Folsom Prison along Natomas road? With the construction of the new bridge just downstream of the Dam on recently acquired prison property, it would seem that additional land could be leased that would allow for construction operations for both projects. Once the new bridge is ready to open, construction traffic for the dam improvements could be handled via a temporary traffic light on the new road servicing the bridge.] Thank you for the opportunity to comment. I look forward to your response.</p>	<p>Shawn and Rebecca, this e-mail is to submit comments on the EIS for the Folsom Dam Safety improvements. <input type="checkbox"/> #243-1 Socioeconomics businesses.] Specifically, my comments pertain to the multi year closure of Folsom Point recreation area to create a construction staging area. As you know closure of this highly used recreational area will cause millions of dollars in economic impacts to the Folsom community. <input type="checkbox"/> #243-2 PD alternative staging areas.] Have you evaluated another and potentially much less costly alternative to closing Folsom Point; which is to lease land from the State of California that is currently used for cattle grazing adjacent to Folsom Prison along Natomas road? With the construction of the new bridge just downstream of the Dam on recently acquired prison property, it would seem that additional land could be leased that would allow for construction operations for both projects. Once the new bridge is ready to open, construction traffic for the dam improvements could be handled via a temporary traffic light on the new road servicing the bridge.] Thank you for the opportunity to comment. I look forward to your response.</p>
<p>244</p>	<p><input type="checkbox"/> #244-1 In Support of Project.) Please consider this e-mail my formal comment in support of the project evaluated in the Folsom Dam Safety and Flood Damage Reduction EIS/EIR. I am in favor of the project and believe that all of the environmental impacts have been sufficiently minimized and mitigated for in your plan. The project is important for the greater metro area of Sacramento and will greatly reduce flood risk to the families and businesses that make this area their home. Thanks to the staff at the US Bureau of Reclamation and the US Army Corps of Engineers for their hard work.</p>	<p>Raymond D. Hart, P.E. G.E</p>
<p>245</p>	<p>Shawn Oliver, Bureau of Reclamation, 7794 Folsom Dam Road, Folsom, CA 93630. Dear Mr. Oliver, <input type="checkbox"/> #245-1 In Support of Project.] Folsom Dam upgrades are needed to increase protection against flooding in Sacramento. Sacramento currently has the least protection against flooding of any major city in the US. Upgrading of Folsom Dam is cost-effective for taxpayers. It also protects the environment by reducing the need for new water development projects elsewhere.</p>	<p>Jason Fanselau</p>
<p>246</p>	<p>To Whom in May Concern: <input type="checkbox"/> #246-1 Recreation lake access closure.] I am writing this note to express my displeasure with the suggestion that you may close Folsom Point to use it as a staging area for Folsom Dam repairs. I have lived in Folsom for over 15 years and I use the park EVERY DAY. I was there yesterday and saw at least 20 groups of people out enjoying nature and enjoying the resource. Folsom Point is sacred to our community. I am deeply disturbed that our government would even consider closing a well used, existing park. Are you</p>	<p>Bruce R. Thomas</p>
<p>246</p>	<p>To Whom in May Concern: <input type="checkbox"/> #246-1 Recreation lake access closure.] I am writing this note to express my displeasure with the suggestion that you may close Folsom Point to use it as a staging area for Folsom Dam repairs. I have lived in Folsom for over 15 years and I use the park EVERY DAY. I was there yesterday and saw at least 20 groups of people out enjoying nature and enjoying the resource. Folsom Point is sacred to our community. I am deeply disturbed that our government would even consider closing a well used, existing park. Are you</p>	<p>Jim Carlisen</p>

Sequence number: 1

Author:

Subject: #243-1

Date: 2/21/2007 6:11:58 PM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 2

Author:

Subject: #242-1

Date: 3/15/2007 5:49:04 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #246-1

Date: 3/15/2007 5:49:28 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #241-1

Date: 3/15/2007 5:48:55 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #243-2

Date: 3/15/2007 5:49:13 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #244-1

Date: 3/4/2007 5:29:52 PM -08'00'

T The Bureau of Reclamation and the Corps of Engineers appreciate the comment reflecting support for the project.

Sequence number: 7

Author:

Subject: #245-1

Date: 3/4/2007 5:29:57 PM -08'00'

T The Bureau of Reclamation and the Corps of Engineers appreciate the comment reflecting support for the project.

247		<p>kidding me? For SEVEN YEARS. Are you nuts? There is a lot of land around and certainly you can find a better alternative.] For the record, you already took away the gateway to our community by closing the Dam Road. Please be assured that most people in Folsom don't believe that the Dam represented a "terrorist threat" and that was just a smoke screen that the Bureau decided to hide behind. I'm sorry that this sounds like an impolite note, but when you come up with something as absurd as closing a jewel park for 7 years, it is hard to be subtle when expressing an opinion. Quite frankly, the Bureau's back to back ideas of closing the Dam Rd and now Folsom Point has caused me to lose all confidence in your organization.</p> <p>#247-1 Recreation remaining access points.] Please, please, please come up with any alternative that does not close Folsom Point (Dyke 8) while you retrofit the Folsom Dam. I live less than 10 minutes from Folsom Point and use those facilities all year long. I am sure you are aware over 820,000 people use that site. If you close it, all of those people will have to use Brown's Ravine, Beal's Point, or Granite Bay. Those places are already overcrowded, and what will happen is they will fill up and people will be turned away (as it happens to people at all of the locations on holiday weekends even now). In short, if you close this site (one of the largest) it will result in a DENIAL of access to all but the lucky few who get to the remaining sites first. This is a tragedy, and there MUST be another option.</p> <p>On a personal note, closing that site will damage my family life on multiple levels. I have 2 children (8 and 4 years old) who love waterskiing and riding the jet ski with me, and my parents are heavily into fishing. My children have been enjoying quality, wholesome family togetherness while learning these sports, and if you close Folsom Point for 8 years, THEY WILL NOT HAVE ACCESS TO FOLSOM LAKE DURING THEIR CHILDHOOD. They will be well into their teenage years before you reopen it under you current proposal. This is a travesty.</p> <p>There must be other options. You have already closed the Dam road, which includes that moderately-sized vista point parking lot just before the dam and it has easy access to the water's edge. It seems to me that it would not take much to modify that area to use for a staging area for equipment and materials, with the added safety and security of the now-closed Folsom Dam Road being the ONLY access road to this alternative site. It may not be as readily available as Folsom Point, but the cost to fix the vista point area is a VERY REASONABLE option in light of the loss of wholesome family recreational opportunities, not to mention the devastating fiscal impact on local businesses.]</p> <p>I look forward to your response, please.</p>
248	Jeff Angeja	<p>To whom it may concern;</p> <p>#248-1 Recreation lake access closure.] I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the local economy and quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well.</p> <p>Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.</p>
249	Amber Kennedy Margaret Wong	<p>To Whom it May Concern:</p> <p>#249-1 Public Involvement. It has recently come to my attention that there is a possibility that Folsom Point will be closed for the next 7 years. This is the first that I have heard of this and I am wondering why the public was not notified of this earlier.] I am a resident of Folsom and I live very close to the Folsom Point entrance. #249-2 Noise.] I'm concerned about possible noise of the construction equipment being in such close vicinity to my house, disrupting my quiet neighborhood. #249-3 Socioeconomics property values.] I'm also concerned about property values going down due to this and also due to the fact that we no longer will live in walking distance to the Folsom Lake entrance, which is a great selling point. #249-4 Recreation remaining access points.] Also, we will not be able to enjoy boating at Folsom Point. True, Brown's Ravine is only 1 mile away, but is much more crowded and will be even more crowded</p>

Sequence number: 1

Author:

Subject: #249-3

Date: 3/15/2007 8:30:52 AM

T Residential Property Values - As described in Chapter 2 and 4 of the Final EIS/EIR, Folsom Point would remain open for recreation during the peak season; therefore, there would be no impacts to property values from the closure of Folsom Point. Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.3 and 4.3.5 in Chapter 4 of the Final EIS/EIR for more information.

Sequence number: 2

Author:

Subject: #249-4

Date: 3/16/2007 1:00:49 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #249-2

Date: 3/16/2007 1:00:30 PM

T Noise - Noise production is a recognized outcome of any construction project, including projects that involve transport of materials. The noise impacts due to the Folsom DS/FDR action is discussed in detail in Section 3.10 of the Draft EIS/EIR. The City of Folsom, and Sacramento, El Dorado, and Placer counties have noise ordinance measures that limit the amount of construction noise during the daytime and at night. The Project Agencies will be required to meet those levels and will implement mitigation measures to ensure that noise standards are met. Also see Section 4.3.10 in the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #247-1

Date: 3/16/2007 12:58:42 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #248-1

Date: 3/15/2007 5:49:41 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #249-1

Date: 3/4/2007 12:41:37 PM -08'00'

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

	<p>once Folsom Point is closed. [REDACTED] #249-5 PD alternative staging areas]. Are there any other alternatives for places that can be used as a staging area? What about the big open grassy area off Natoma St. and Folsom Dam Rd? I believe that is part of the prison property. Couldn't that be used instead? Or what about the parking lot of the overlook on Folsom Dam Road, just before crossing over the dam? Please consider other options before using Folsom Point. The Folsom Point entrance is very close to residential neighborhoods and would be a great inconvenience and affect our quality of life, as well as our property values.</p> <p>[REDACTED] #250-1 Recreation lake access closure.] I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the local economy and quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well.</p>	
<p>250</p>	<p>Ron Wisdom</p>	
<p>251</p>	<p>have been unable to complete my reading of the EIR due to the time allotted and the volume of the document. My initial comments are: 1. [REDACTED] #251-1 Noise.] The road noise currently exceeds noise standards. The City of Folsom has been promising a "rubberized road surface" for the past decade. How is the increase in noise of construction traffic going to be mitigated? (Tire and exhaust) 2. [REDACTED] #251-2 Air quality.] There is an Elementary School within 400 yards of the site. How will you mitigate harmful particulate matter? 3. [REDACTED] #251-3 Transportation.] How and when will the damage to the surrounding roadway be repaired? 4. [REDACTED] #251-4 New Bridge Noise.] The original dam road had a traffic burden of less than 10,000. How is the noise impact from the increase to 40,000 with the new bridge going to be mitigated? 5. [REDACTED] #251-5 Recreation mitigation.] I personally built my home in it's present location for me and my family to utilize the Dyke 8, now Folsom Point, facilities. My understanding is the closure will be so long that my elementary school children will be out high school when and if the facility is reopened. What additional facilities are going to be added to on the south side of the lake to supplement the removal of Folsom Point? 6. [REDACTED] #251-6 Recreation.] Will foot traffic to the lake be allowed or will the area from Brown's Ravine to Beal's Point be inaccessible? (approximately 6 miles) 7. [REDACTED] #251-7 Transportation.] My primary access is thru Briggs Ranch Drive at either light. How many and how long are road closures expected to be? 8. [REDACTED] #251-8 Transportation.] What alternate access to Briggs Ranch will be provided during the closures? 9. [REDACTED] #251-9 Noise.] For how long, where and how many noise sampling stations are going to be utilized to provide quantitative noise impact data? 10. [REDACTED] #251-10 Air quality.] For how long, where and how many particulate pollution sampling stations are going to be utilized to provide quantitative pollution control? 11. [REDACTED] #251-11 General construction.] How is the additional road debris from construction going to be cleaned up?</p>	<p>Mark Younger</p>
<p>252</p>	<p>I am writing to you as the voice of a concerned citizen and local business man. I have spoken with several business owners and Folsom Lake enthusiasts who are virtually up in arms over the possible closure of Folsom's only lake access point. While it is obvious that there may be sacrifices needed to finally get the new bridge built and the Folsom Dam reinforcement work, it seems like we in Folsom keep getting hammered while Placer and El Dorado counties are business as usual. [REDACTED] #252-1 Socioeconomics businesses.] There are several businesses that have been living on a shoestring since the Dam closed and now you are taking away their last minute shoppers who are planning for a day at the lake. This will likely be a last straw for many of these small businesses. [REDACTED] #252-2 PD alternative staging areas.] It seems to me that there are plenty of access points that may be able to share in this endeavor and thus allow Folsom's citizens their access during these next few years. Let some others share the pain. It</p>	<p>C. Fred Wilcox</p>

Sequence number: 1
Author:
Subject: #249-5
Date: 3/15/2007 5:49:57 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2
Author:
Subject: #252-2
Date: 3/15/2007 5:50:36 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3
Author:
Subject: #250-1
Date: 3/15/2007 5:50:05 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4
Author:
Subject: #252-1
Date: 2/21/2007 6:13:43 PM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 5
Author:
Subject: #251-11
Date: 3/15/2007 8:40:28 AM

T General Construction – All loads entering and leaving the construction areas will be covered and secured to minimize road debris. All hauling of excavated materials will be conducted within the boundaries of Folsom Reservoir and city streets will not be used.

Sequence number: 6
Author:
Subject: #251-5
Date: 3/15/2007 5:50:20 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7
Author:
Subject: #251-4
Date: 3/15/2007 8:34:41 AM

T Bridge Traffic Noise – Noise impacts as a result of use of the proposed Folsom Dam Bridge are presented in the Corps 2006, American River Watershed Project Folsom Bridge Draft SEIS/EIR, May 2006. The Folsom DS/FDR project is not directly related to that project. See Section 4.3.13 in Chapter 4 of the EIS/EIR.

Sequence number: 8
Author:
Subject: #251-7
Date: 3/15/2007 8:38:37 AM

T Transportation – There are no plans to close any access to Briggs Ranch or current surface streets associated with Briggs Ranch under the Folsom DS/FDR project. See section 4.3.9 in Chapter 4 of the Final EIS/EIR for more information. A transportation management plan will be developed that identifies routes.

Sequence number: 9
Author:
Subject: #251-8
Date: 3/15/2007 8:38:08 AM

T Transportation – There are no plans to close any access to Briggs Ranch or current surface streets associated with Briggs Ranch under the Folsom DS/FDR project. See section 4.3.9 in Chapter 4 of the Final EIS/EIR for more information.

	<p>once Folsom Point is closed. [#249-5 PD alternative staging areas]. Are there any other alternatives for places that can be used as a staging area? What about the big open grassy area off Natoma St. and Folsom Dam Rd? I believe that is part of the prison property. Couldn't that be used instead? Or what about the parking lot of the overlook on Folsom Dam Road, just before crossing over the dam? Please consider other options before using Folsom Point. The Folsom Point entrance is very close to residential neighborhoods and would be a great inconvenience and affect our quality of life, as well as our property values.</p>	
<p>250</p>	<p>[#250-1 Recreation lake access closure.] I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the local economy and quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well.</p>	<p>Ron Wisdom</p>
<p>251</p>	<p>have been unable to complete my reading of the EIR due to the time allotted and the volume of the document. My initial comments are: 1. [#251-1 Noise.] The road noise currently exceeds noise standards. The City of Folsom has been promising a "rubberized road surface" for the past decade. How is the increase in noise of construction traffic going to be mitigated? (Tire and exhaust) 2. [#251-2 Air quality.] There is an Elementary School within 400 yards of the site. How will you mitigate harmful particulate matter? 3. [#251-3 Transportation.] How and when will the damage to the surrounding roadway be repaired? 4. [#251-4 New Bridge Noise.] The original dam road had a traffic burden of less than 10,000. How is the noise impact from the increase to 40,000 with the new bridge going to be mitigated? 5. [#251-5 Recreation mitigation.] I personally built my home in it's present location for me and my family to utilize the Dyke 8, now Folsom Point, facilities. My understanding is the closure will be so long that my elementary school children will be out high school when and if the facility is reopened. What additional facilities are going to be added to on the south side of the lake to supplement the removal of Folsom Point? 6. [#251-6 Recreation.] Will foot traffic to the lake be allowed or will the area from Brown's Ravine to Beal's Point be inaccessible? (approximately 6 miles) 7. [#251-7 Transportation.] My primary access is thru Briggs Ranch Drive at either light. How many and how long are road closures expected to be? 8. [#251-8 Transportation.] What alternate access to Briggs Ranch will be provided during the closures? 9. [#251-9 Noise.] For how long, where and how many noise sampling stations are going to be utilized to provide quantitative noise impact data? 10. [#251-10 Air quality.] For how long, where and how many particulate pollution sampling stations are going to be utilized to provide quantitative pollution control? 11. [#251-11 General construction.] How is the additional road debris from construction going to be cleaned up?</p>	<p>Mark Younger</p>
<p>252</p>	<p>I am writing to you as the voice of a concerned citizen and local business man. I have spoken with several business owners and Folsom Lake enthusiasts who are virtually up in arms over the possible closure of Folsom's only lake access point. While it is obvious that there may be sacrifices needed to finally get the new bridge built and the Folsom Dam reinforcement work, it seems like we in Folsom keep getting hammered while Placer and El Dorado counties are business as usual. [#252-1 Socioeconomics businesses.] There are several businesses that have been living on a shoestring since the Dam closed and now you are taking away their last minute shoppers who are planning for a day at the lake. This will likely be a last straw for many of these small businesses. [#252-2 PD alternative staging areas.] It seems to me that there are plenty of access points that may be able to share in this endeavor and thus allow Folsom's citizens their access during these next few years. Let some others share the pain. It</p>	<p>C. Fred Wilcox</p>

Transportation – There are no plans to close any access to Briggs Ranch or current surface streets associated with Briggs Ranch under the Folsom DS/FDR project. See section 4.3.9 in Chapter 4 of the Final EIS/EIR for more information.

Sequence number: 10

Author:

Subject: #251-3

Date: 2/15/2007 11:04:33 AM -08'00'

T Transportation – A transportation management plan will be developed that will address construction traffic patterns and limitations. Any damage to city streets as a result of construction traffic will be addressed with the City's traffic engineers.

Sequence number: 11

Author:

Subject: #251-10

Date: 2/15/2007 4:21:33 PM -08'00'

T Air Quality – The locations of air quality sampling stations have not been identified at this time. These locations will be addressed in the air quality emissions permit granted for this project.

Sequence number: 12

Author:

Subject: #251-6

Date: 3/15/2007 8:37:00 AM

T Trail Access – Currently, there is no direct means of walking between Beal's Point to Folsom Point. When the new Folsom Dam Bridge is opened, a trail may be established using the new bridge, but that project is not part of the Folsom DS/FDR project.

Sequence number: 13

Author:

Subject: #251-2

Date: 3/4/2007 1:57:38 PM -08'00'

T Air Quality - All construction projects involving large equipment produce air quality emissions. Chapter 3.3 of the EIS/EIR describes the types of emissions possible for this project. Reclamation has already initiated discussions with the Sacramento Metropolitan Air Quality Management District on emission controls and mitigation requirements. All construction work will comply with the air quality emissions requirements, that have been established to protect human health, and as presented in the air quality permit to be issued by the Air Quality Management District. Also see Section 4.3.11 in Chapter 4 of the EIS/EIR.

Sequence number: 14

Author:

Subject: #251-9

Date: 3/16/2007 1:01:50 PM

T Noise – The locations for noise monitoring during construction have not been identified at this time. These locations will be addressed in a Noise Mitigation Plan to be developed for the project. Also see Section 4.3.10 in the Final EIS/EIR.

Sequence number: 15

Author:

Subject: #251-1

Date: 3/16/2007 1:01:07 PM

T Noise - Current noise levels (i.e., levels without the project) do exceed the City of Folsom transportation noise standards along many of the major secondary roads in Folsom. However, construction truck traffic noise impacts along the proposed truck hauling routes were estimated to increase less than 2 dBA in 2009 (when peak truck traffic would occur) and less than 4 dBA over current conditions. These noise level increases are considered perceptible by most people but are within the noise ordinance levels. Therefore, traffic noise mitigation measures will not be required. Also see Section 4.3.10 in the Final EIS/EIR.

253		<p>is the right thing to do after five years of suffering.</p> <p><input type="checkbox"/> This letter is in regard to the closing of Folsom Point Recreation Area.</p> <p><input type="checkbox"/> #253-1 Socioeconomics businesses.] I'd like to ask you and the powers that be not to close Folsom Point because since the terrorist attacks, Folsom has been messed up as I'm sure you know. Business has suffered greatly and some have gone out of business.</p> <p><input type="checkbox"/> #253-2 Transportation.] The traffic situation is not good due to the closing of the Dam Road. #253-3 Recreation lake access closure/alternatives.] My wife and I as well as many others really enjoyed going up to the parking area on the Dam Road for the views and others went for the great fishing and scuba diving.</p> <p>I really don't want to sound like a whiner and do understand why the Dam Road was closed. However, we and many others love Folsom Point for picnics, fishing, launching boats and the scenery. My wife and I use Folsom Point almost every single weekend during the summer and as long as possible until the water level gets too low. I don't know anything about your business, but I realize that flood control is necessary and that what you are doing is good. However, if there are any other arrangements that could be made that would work just as well without greatly disrupting life in Folsom any further, I hope that you would please consider it. I don't know, but maybe you could still keep Folsom Point open for us and still run your operation from there. The whole idea of closing Folsom Point down for 7 years is a total bummer to us and many others. It always seems like one thing after another is taken from us.</p> <p>That's my selfish point of view but more importantly Folsom businesses don't need another hit like this. They've already been hit hard by the closing of the Dam Road. Please consider all alternatives and don't close Folsom Point because thousands of people depend on it for many different reasons.</p>
254	Scott and Teri Becker	<p>Have lived in Folsom for 17 years and have experienced many changes, for which the most part have been good.</p> <p>However, am quite concerned about the 7 year project proposed for the new bridge. #254-1 Transportation.] With the closing of the dam road for 911, and the blocking off of certain streets in Folsom, it has presented a driving nightmare as it relates to the traffic congestion and the flow of traffic trying to get over both bridges. There has to be a well-thought-out plan prior to the beginning of the work, to insure that the flow of traffic in and out of Folsom will not be more adversely affected than it is now. With the increase of the population and added traffic on a daily basis, your plan must be appropriate so that the traffic flows better than it does now.</p> <p>This is to request that you reconsider using the parking lot and boat launching facilities at Folsom Point State Recreation Area for construction activities associated with the Folsom Dam Safety and Flood Damage Reduction project currently under the environmental review process.</p>
255	Stephen Templeton	<p><input type="checkbox"/> #255-1 Socioeconomics businesses.] We have heard from many constituents in Folsom and the surrounding areas attesting to the devastating economic impact that closing the Folsom Point facility for the duration of the construction period would have on the local community. After the economic consequences of the closure of Folsom Dam Road nearly three years ago we do not feel that an additional economic impact should be imposed on the City of Folsom and the State of California at this state-owned facility, especially since there are nearby alternatives available. #255-2 PD alternative staging areas.] We urge the Bureau to meet with the City of Folsom and stakeholders concerned about the impact of this proposed action to seek resolution prior to the publication of the final environmental impact document.</p> <p>More than 100,000 visitors per year use the Folsom Point recreation facility. And surrounding boat ramps cannot handle this level of use. If Folsom Point is closed for seven years or longer due to the actions of the Bureau of Reclamation, the economic damages could be severe and even more permanent than the action taken to close the Folsom Dam Road. This in our minds is not acceptable.</p> <p>Please take our comments, which we make on behalf of our constituents, into consideration as you take comments on the overall Folsom Dam Safety and Flood Damage Reduction project. We look forward to your timely response.</p>
256	Dave Cox California Senator Rana and Bryan Church	<p><input type="checkbox"/> #256-1 Recreation lake access closure.] We are opposed to closing Folsom Point. Don't you think Folsom residents have been inconvenienced enough. You close the Folsom Dam Road, not Folsom Point. That is the only place we take our boat to launch. We paid for a season pass, we should have that opened to us. Had I known, I would not have bought a pass.</p>

Sequence number: 1
Author:
Subject: #253-3
Date: 3/15/2007 5:50:51 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2
Author:
Subject: Highlight
Date: 3/16/2007 1:02:19 PM

T Transportation - It is recognized that construction projects involve increased transport of materials to the construction site. The partner agencies will develop a transportation management plan that will include input from city traffic engineers. The plan will provide guidelines on preferred traffic routes, route restrictions, and time of day restriction on using certain routes. Contractors will be required to adhere to the plan. See Section 4.3.9 in Chapter 4 of the Final EIS/EIR for more information.

Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3
Author:
Subject: #255-2
Date: 3/15/2007 5:51:05 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4
Author:
Subject: #256-1
Date: 3/15/2007 5:51:14 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5
Author:
Subject: #253-1
Date: 2/21/2007 6:14:41 PM -08'00'

T Socioeconomics Business - See Response to Comment #12-1

Sequence number: 6
Author:
Subject: #255-1
Date: 3/4/2007 9:39:42 AM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 7
Author:
Subject: #253-2
Date: 3/15/2007 8:45:06 AM

T Transportation - It is recognized that construction projects involve increased transport of materials to the construction site. The partner agencies will develop a transportation management plan that will include input from city traffic engineers. The plan will provide guidelines on preferred traffic routes, route restrictions, and time of day restriction on using certain routes. Transportation contractors will be required to adhere to the plan. See section 4.3.9 in Chapter 4 of the Final EIS/EIR for more information.

257	<p>To whom it may concern;</p> <p>#257-1 Recreation lake access closure.] I am concerned to hear of the proposed closure of Folsom Point State Recreation Area. This proposition isn't an equitable and sound solution to the problem. We have been residents of Folsom for 7 years. We moved to Folsom to be near Folsom Lake and all the beautiful amenities the city of Folsom had to offer. Folsom Point is the only boat launch we have ever used and it is used by thousands of community members throughout the year for outdoor recreation such as walking, biking, running, boating and picnicking. Since the Folsom Dam Road closed, Folsom Point has been the only access to Folsom Lake within the city of Folsom and has been a serious draw for visitors as well. #257-2 Socioeconomics businesses.] The closure of Folsom Dam Road was extremely inconvenient for Folsom residents and devastating to many Folsom businesses. Closing Folsom Point would be an outrage and will detrimentally impact the quality of life for Folsom residents as well as cripple many businesses. This would severely affect the economy in Folsom and adversely change the entire dynamics of the city. If there is work to be done or repairs needed, there are other alternatives to closing Folsom Point. There would be less of an impact to businesses and residents if the work was done during evening hours in the summer and full days in the winter when the weather is cold and there is less desire to use Folsom Point.</p> <p>Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable and not the right thing to do to residents of Folsom.</p>
258	<p>#258-1 PD alternative staging areas.] There are other alternatives to Folsom Point for a staging area.</p> <p>Please take the time to do some sort of cost/benefit analysis. Upon hearing of the potential closure, I minimized the impact.</p> <p>After some thought, I realize the negative impact will be greater than most think.</p> <p>Please look at the alternatives.</p>
259	<p>Mr. Finnegan</p> <p>#259-1 Socioeconomics] The idea to close Folsom point would be a disaster for the Folsom residence and business owners. I am a long term Folsom resident and would like to be noted as opposing this action at Folsom point.</p>
260	<p>Mr. Oliver,</p> <p>#260-1 Recreation lake access closure.] As a resident of Folsom who is not a boater, but who enjoys taking visitors to Folsom Point to view the lake and dam, I urge the Bureau <u>not</u> to close this delightful spot to the public! . As I recall, there was a large public parking lot along the old Folsom Dam Road (Folsom side) which is much closer to the dam, and, surely, is not getting <u>any</u> use from the public.</p> <p>Why not use that space as a construction staging area since it has already been taken away?</p>
261	<p>#261-1 Recreation lake access closure.] I have been informed that there is a possibility that Folsom Point might be closed. I am AGAINST such a closure. There is little outdoor recreation for the citizens of our community in El Dorado Hills. We go to Folsom Point a lot and appreciate the hikes and nature. This is a wonderland in a town of concrete. Please do not let Folsom Point close.</p>
262	<p>#262-1 Recreation lake access closure.] We are Folsom residence and feel this is a mistake to suggest closing this area.</p> <p>Attached please find my comments on the Draft Environmental Impact Statement/Environmental Impact Report for the Folsom Dam Safety and Flood Damage Control Project. Thank you for this opportunity to provide comments on this document, and please send me a copy of the Final EIS/EIR when responses to comments are completed.</p> <p>Thank you for this opportunity to provide comments on the Draft Environmental Impact Statement/Environmental Impact Report for the Folsom Dam Safety and Flood Damage Reduction Project (FDSP). I would appreciate their inclusion in the official record for this document, and I look forward to responses to my comments in the Final Environment Impact Statement/Report.</p> <p>I acknowledge the level of effort and professional preparation of the DEIS/EIR, but I do not believe that it is an adequate assessment of the potential environmental impacts of the proposed FDSP which is the topic of the DEIS. In short, I do not believe that the DEIS/EIR is an adequate basis for the adoption of a positive Notice of Determination and environmental approval by the standards of the federal</p>
263	<p>John Dillon</p>

Sequence number: 1

Author:

Subject: #257-2

Date: 2/21/2007 6:15:12 PM -08'00'

T Socioeconomics Business - See Response to Comment #12-1

Sequence number: 2

Author:

Subject: #261-1

Date: 3/15/2007 5:52:02 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #260-1

Date: 3/15/2007 5:51:52 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #257-1

Date: 3/15/2007 5:51:30 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #262-1

Date: 3/15/2007 5:52:11 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #258-1

Date: 3/15/2007 5:51:41 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7

Author:

Subject: #259-1

Date: 2/21/2007 6:15:26 PM -08'00'

T Socioeconomics Business - See Response to Comment #12-1

		<p>NEPA regulations, nor with the requirements of California's CEQA regulations. My comments are directed at the areas of Project Definition, Scoping of the DEIS/EIR, and the Assessment of Impacts in several categories.</p> <p>The Project Definition and subsequent assessment of Project impacts are deficient. Analyses of the long-term consequences of the Project are not discussed in the DEIS/EIR, and these impacts are deferred to a future Facility Management Plan. This is a segmenting of the Project Description and environmental assessment process which is not consistent with NEPA and CEQA requirements regarding the complete disclosure of foreseeable consequences of a Project which will receive federal funds.</p> <p>The Facility Management Plan is critical to the assessment of potential environmental impacts resulting from the higher Folsom Lake surface elevation which is the objective of the FDSP. The DEIS/EIR cannot accurately assess the impacts of the FDSP without consideration of the Facility Management Plan as an integral component of the Project Description. Following are comments on specific topics which illustrate the inadequacy of the DEIS/EIR as a basis for a positive Notice of Determination for the proposed FDSP. Please provide responses to the general comment regarding the segmenting of the Project Description, as well as to the following specific comments:</p> <ol style="list-style-type: none"> #263-1 PD Facility Management Plan.] The DEIS/EIR is not an adequate assessment of potential Project impacts due to a segmented Project Description which does not consider the operations of the expanded Folsom Dam facilities. In the absence of the information which is to be provided in a future Facility Management Plan, it is not possible to accurately assess the impacts of the FDSP in several important issue areas. This segmenting of the Project description, and treatment in separate environmental reviews does not allow sufficient information for the FDSP, and is not consistent with federal and state environmental impact assessment practice and requirements. #263-2 Vegetation and wildlife inundation.] The DEIS/EIR does not provide information regarding the extra days and extent of inundation for areas of the Folsom Lake federal property and surrounding private properties as a consequence of the elevated surface level. This deficiency prevents the accurate assessment of potential impacts to terrestrial plant and animal species which will be displaced for greater periods of time, and forced into smaller habitat areas. This deficiency is an example of the infeasibility of segmenting the Project Description into "construction" and "management". The environmental consequences of the FDSP are dependent upon the operation of the expanded facility, and cannot be separated in the DEIS/EIR for the proposed Project. Please respond by providing additional information about the impacts of additional days/weeks of inundation on terrestrial plant and animal species within the FLSRA and surrounding private properties. #263-3 Recreation facilities inundation.] The DEIS/EIR does not identify portions of the trail network or other public use areas within the Folsom Lake State Recreation Area which will be inundated for greater periods and to a greater extent than is currently the case. For example, in the Beeks Right/Doton Point area of the FLSRA, the parking lot and many of the trails in the area are currently inundated after the spring snowmelt. With the greater storage capacity and higher surface elevation of Folsom Lake, what will be the impact of additional days and areas of inundation on specific trails and other public use facilities within the FLSRA? Please respond by providing a detailed map of the expanded inundation area of the raised Folsom Lake, showing which trails and other public facilities would be impacted. Also, please assess the issue of extra days of inundation of areas within and external to the FLSRA in terms of lost availability for public use. #263-4 Recreation impacts to users.] The DEIS/EIR does not adequately or accurately assess the construction and long-term impacts of the Project on all users of the FLSRA. The DEIS/EIR acknowledges that its estimates of FLSRA park usage do not include users who enter on foot, by bicycle or on horseback. Based on empiric observation, many park users access the FLSRA on foot, by bicycle and on horseback. Therefore, the DEIS/EIR significantly underestimates the total number of actual FLSRA park visitors, and specifically excludes any information about trail user groups. Please respond by providing additional information about the levels of FLSRA park usage including the substantial number of visitors who access Folsom Lake on foot, on bicycles and on horseback. Please provide additional information on the number of park users who currently use trails or other facilities
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Sequence number: 1

Author:

Subject: #263-2

Date: 3/15/2007 11:40:25 AM

T Vegetation and Wildlife Inundation – The Draft EIS/EIR included alternatives that had the potential for increasing that reservoir surface elevation that could potential flood property immediately adjacent to the reservoir. However, neither Reclamation nor the Corps are considering actions that would result in an increased reservoir water elevation.

The Folsom DS/FDR actions will not result in any direct changes in operations of Folsom Reservoir causing additional habitat inundation from what currently happens. The future determination of revisions to the Reservoir's Water Control Manual and the preparation of an accompanying EIS/EIR will address any re-operational changes that could result in additional inundation effects. This is an action separate from the Folsom DS/FDR. Please see Section 2.5 for information on mitigation measures, and Section 3.6 for information on vegetation and wildlife impacts.

Sequence number: 2

Author:

Subject: #263-3

Date: 3/15/2007 9:34:18 AM

T Recreation Facilities Inundation - The Folsom DS/FDR actions will not result in any direct changes in operations of Folsom Reservoir causing additional inundation to recreational facilities from what currently happens. Repair of any recreational facilities as a result of current operations is the responsibility of State Parks. The future determination of revisions to the Reservoir's Water Control Manual and the preparation of an accompanying EIS/EIR will address any re-operational changes that could result in additional inundation effects. This is an action separate from the Folsom DS/FDR.

Sequence number: 3

Author:

Subject: #263-1

Date: 3/15/2007 9:07:33 AM

T Facility Management Plan Project Segmentation – If the comment regarding the “Facility Management Plan” is in reference to the future plans for revision of the current/interim Reservoir Water Control Manual, the EIS/EIR does recognize that there is a need to revise the Manual, with or without this project. Revision of the Manual is neither a direct outcome nor a requirement of this project. Until the Manual is revised, the reservoir must be operated consistent with the current Manual. The Folsom DS/FDR actions, in themselves, will not cause a reoperation of Folsom operations. The development of the revised operations manual will be a lengthy, comprehensive process involving Reclamation, the Corps, DWR, SAFCA, and numerous water agencies and power users. An EIS/EIR will be developed concurrently with the formulation of a revised operations manual that will describe the impacts, if any, of the reoperations proposals.

Sequence number: 4

Author:

Subject: #263-4

Date: 3/15/2007 9:34:01 AM

T Recreation Impacts to Future Users - The Folsom DS/FDR actions will not result in any direct changes in operations of Folsom Reservoir causing additional inundation to recreational facilities from what currently happens. Repair of any recreational facilities as a result of current operations is the responsibility of State Parks. The future determination of revisions to the Reservoir's Water Control Manual and the preparation of an accompanying EIS/EIR will address any re-operational changes that could result in additional inundation effects. This is an action separate from the Folsom DS/FDR.

The Draft EIS/EIR used current, available information on park visitor use received from CDPR. Data included paid use and free use of the FLSRA facilities. Specific data visitors by foot, bicycles, and horseback was not available. Beeks Bight and Doton's Point would not be affected by construction; therefore, there would not be conflicts with American with Disabilities Act at these locations. Please see Chapter 2 of the Final EIS/EIR for a complete description of the project and the project footprint map.

<p>NEPA regulations, nor with the requirements of California's CEQA regulations. My comments are directed at the areas of Project Definition, Scoping of the DEIS/EIR, and the Assessment of Impacts in several categories. The Project Definition and subsequent assessment of Project impacts are deficient. Analyses of the long-term consequences of the Project are not discussed in the DEIS/EIR, and these impacts are deferred to a future Facility Management Plan. This is a segmenting of the Project Description and environmental assessment process which is not consistent with NEPA and CEQA requirements regarding the complete disclosure of foreseeable consequences of a Project which will receive federal funds. The Facility Management Plan is critical to the assessment of potential environmental impacts resulting from the higher Folsom Lake surface elevation which is the objective of the FDSP. The DEIS/EIR cannot accurately assess the impacts of the FDSP without consideration of the Facility Management Plan as an integral component of the Project Description. Following are comments on specific topics which illustrate the inadequacy of the DEIS/EIR as a basis for a positive Notice of Determination for the proposed FDSP. Please provide responses to the general comment regarding the segmenting of the Project Description, as well as to the following specific comments:</p>	
<ol style="list-style-type: none"> 1. [#263-1 PD Facility Management Plan.] The DEIS/EIR is not an adequate assessment of potential Project impacts due to a segmented Project Description which does not consider the operations of the expanded Folsom Dam facilities. In the absence of the information which is to be provided in a future Facility Management Plan, it is not possible to accurately assess the impacts of the FDSP in several important issue areas. This segmenting of the Project description, and treatment in separate environmental reviews does not allow sufficient information for the FDSP, and is not consistent with federal and state environmental impact assessment practice and requirements. 2. [#263-2 Vegetation and wildlife inundation.] The DEIS/EIR does not provide information regarding the extra days and extent of inundation for areas of the Folsom Lake federal property and surrounding private properties as a consequence of the elevated surface level. This deficiency prevents the accurate assessment of potential impacts to terrestrial plant and animal species which will be displaced for greater periods of time, and forced into smaller habitat areas. This deficiency is an example of the infeasibility of segmenting the Project Description into "construction" and "management". The environmental consequences of the FDSP are dependent upon the operation of the expanded facility, and cannot be separated in the DEIS/EIR for the proposed Project. Please respond by providing additional information about the impacts of additional days/weeks of inundation on terrestrial plant and animal species within the FLSRA and surrounding private properties. 3. [#263-3 Recreation facilities inundation.] The DEIS/EIR does not identify portions of the trail network or other public use areas within the Folsom Lake State Recreation Area which will be inundated for greater periods and to a greater extent than is currently the case. For example, in the Beeks Right/Doton Point area of the FLSRA, the parking lot and many of the trails in the area are currently inundated after the spring snowmelt. With the greater storage capacity and higher surface elevation of Folsom Lake, what will be the impact of additional days and areas of inundation on specific trails and other public use facilities within the FLSRA? Please respond by providing a detailed map of the expanded inundation area of the raised Folsom Lake, showing which trails and other public facilities would be impacted. Also, please assess the issue of extra days of inundation of areas within and external to the FLSRA in terms of lost availability for public use. 4. [#263-4 Recreation impacts to users.] The DEIS/EIR does not adequately or accurately assess the construction and long-term impacts of the Project on all users of the FLSRA. The DEIS/EIR acknowledges that its estimates of FLSRA park usage do not include users who enter on foot, by bicycle or on horseback. Based on empiric observation, many park users access the FLSRA on foot, by bicycle and on horseback. Therefore, the DEIS/EIR significantly underestimates the total number of actual FLSRA park visitors, and specifically excludes any information about trail user groups. Please respond by providing additional information about the levels of FLSRA park usage including the substantial number of visitors who access Folsom Lake on foot, on bicycles and on horseback. Please provide additional information on the number of park users who currently use trails or other facilities 	

		<p>which will be rendered unavailable by expanded inundation, and on the resultant impacts to those specific user groups. Please provide specific discussion of the impacts of expanded days/areas of inundation on the Beeks Bight/Doton Point Americans with Disabilities Act (ADA) trail on disabled park visitors. Please discuss impacts to the disabled users of the FLSRA in terms of consistency with the requirements of the Americans with Disabilities Act.</p> <p>5. #263-5 PD alternatives to proposed project.] The DEIS/EIR does not adequately address Alternatives to the Project as proposed. The DEIS/EIR dismisses upstream management of the American River drainage area, as well as any consideration of possible downstream flood control constraints or strategies as beyond the scope of the Project description. This ignores several potential alternatives to the FDSP, for example construction of additional upstream storage capacity. As these are feasible alternative to the Project as proposed, they should be considered within the DEIS.</p> <p>Thank you very much for your consideration of my comments on the DEIS for the Folsom Dam Safety Project, and I look forward to responses to these comments in the Final Environmental Impact Statement for the Project.</p>
<p>264</p>	<p>Mary Strauss</p>	<p>#264-1 Recreation lake access closure.] Please do not close Folsom Point. It is our main access to Folsom Lake. I am a Folsom resident and local business owner here for 17 years.</p>
<p>265</p>	<p>Amy Cooke</p>	<p>To whom it may concern:</p> <p>#265-1 Recreation lake access closure.] In regards to the closure of Folsom Point State Recreation Area I must say I am greatly opposed to this idea. Folsom Point is a wonderful recreational area not only for the communities within Folsom but those surrounding it as well. Many people use this area year round for hiking, biking, running, boating, fishing, etc. and to take that away would have a devastating impact on Folsom. Please reconsider using Folsom Point as a storage area for your equipment while working on the levee's. Folsom is a wonderful city who boasts at being "family and community friendly". Don't take that away from us. Thank you.</p> <p>I am writing this email to go on your Official Record that our entire family of seven is completely opposed to the closing of Folsom Point for may reasons. We built our first custom house on 107 Jumper Ct in Briggs ranch 16 years ago. Our family grew to 4 children plus a grandparent and we needed to build a second custom house. This was based on the complete joy of living so close to the beautiful Folsom Pt rec. area and boat launch. This second house is at 106 McDerby Ct. which is very close to the Folsom pt entrance. We constructed a 6 bedroom 5 ½ bath custom home that literally was built by tremendous sweat equity and much financial burden but we considered it all worth while because it would be a future asset to us as our children grew, went to college, married, and we retired. Our children's ages are 16,15,13,and 11. All girls. My husband and I are 53 and 51. As you can see our huge expenses are quickly coming upon us and our major asset is our beautiful custom house that was to be our safety net as means of paying for these financial burdens of the future.</p> <p>#266-1 Recreation lake access closure.] We have actively used this facility for 16 years and the thought that we could not launch our boat or go for a walk there is unbelievable,. If this facility is closed and used for a staging area for construction, Our family will be directly impacted. [#266-2 Air quality.] My mother is 85, who lives with us and she suffers from weakened lung condition which causes her to cough quite a bit now. With the added air pollution to our location I am very concerned to what this will do to her breathing problems. I also have 2 daughters with asthma like conditions that will be inflamed with the dust and carbon emissions. #266-3 Noise.] I am very concerned with the increased noise levels that will occur. We have a pool and I feel that will limit our use of it greatly. #266-4 Socioeconomics property value.] My biggest complaint though is what this 6-7 year closure will do to my property value that we worked so hard on all these years. I have been told that there is something called eminent domain that could allow us to sue the gov. for restitution if in fact this project causes us to lose 100,000's of thousands of dollars on the future sale of this house. The dollars that would make all the difference to our future and that of our children. The quality of all our lives will be severely impacted if this closure project takes place so close to our residence. [#266-5 Public involvement notification.] I feel that the people of Folsom have had no warning and little knowledge of what your agency's are about to do. I know the majority of the public would be outraged and against to Folsom Point closure. Please find a different plan and place for your construction staging area.</p>
<p>266</p>	<p>Connie Freese</p>	<p>To whom it may concern:</p> <p>#266-1 Recreation lake access closure.] We have actively used this facility for 16 years and the thought that we could not launch our boat or go for a walk there is unbelievable,. If this facility is closed and used for a staging area for construction, Our family will be directly impacted. [#266-2 Air quality.] My mother is 85, who lives with us and she suffers from weakened lung condition which causes her to cough quite a bit now. With the added air pollution to our location I am very concerned to what this will do to her breathing problems. I also have 2 daughters with asthma like conditions that will be inflamed with the dust and carbon emissions. #266-3 Noise.] I am very concerned with the increased noise levels that will occur. We have a pool and I feel that will limit our use of it greatly. #266-4 Socioeconomics property value.] My biggest complaint though is what this 6-7 year closure will do to my property value that we worked so hard on all these years. I have been told that there is something called eminent domain that could allow us to sue the gov. for restitution if in fact this project causes us to lose 100,000's of thousands of dollars on the future sale of this house. The dollars that would make all the difference to our future and that of our children. The quality of all our lives will be severely impacted if this closure project takes place so close to our residence. [#266-5 Public involvement notification.] I feel that the people of Folsom have had no warning and little knowledge of what your agency's are about to do. I know the majority of the public would be outraged and against to Folsom Point closure. Please find a different plan and place for your construction staging area.</p>

Sequence number: 1
Author:
Subject: #266-3
Date: 3/16/2007 1:05:07 PM

TNoise - Noise production is a recognized outcome of any construction project, including projects that involve transport of materials. The noise impacts due to the Folsom DS/FDR action is discussed in detail in Section 3.10 of the Draft EIS/EIR. Construction truck traffic noise impacts along East Natoma Street were estimated to increase less than 2 dBA in 2009 (when peak truck traffic would occur) and less than 4 dBA over current conditions. These noise level increases are considered perceptible by most people, but within the noise ordinance threshold levels. Section 3.10.2.2 of the Draft EIS/EIR summarizes the results of the transportation noise impact analysis. Also see Section 4.3.10 in the Final EIS/EIR.

Sequence number: 2
Author:
Subject: #266-5
Date: 3/4/2007 12:42:21 PM -08'00'

TThe Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 3
Author:
Subject: #263-5
Date: 3/15/2007 9:29:52 AM

TSection 2.1, and more specifically, Tables 2-1 through 2-7 in Chapter 2 of the Draft EIS/EIR provide an overview of the dam safety and flood damage reduction measures evaluated as part of alternatives development. The tables also provide a rationale for the elimination of the measures that were not carried forward for further analysis. The potential for a new upstream storage facility, to meet the objectives of the Folsom DS/FDR was evaluated early in the alternatives assessment process (see Section 2.1.6 of the Draft EIS/EIR). Upstream storage was eliminated because it would not meet project purpose and needs. Construction of a new reservoir upstream of Folsom Reservoir would not address the dam safety, dam security, or flood control needs of the Folsom facilities. There is an immediate need to upgrade the Folsom facilities which can be accomplished under current authorities. Also see Section 4.3.6 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4
Author:
Subject: #266-4
Date: 3/14/2007 8:48:34 AM

TResidential Property Values - Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.3 and 4.3.5 in Chapter 4 of the Final EIS/EIR for more information. As described in Chapter 2 and 4 of the Final EIS/EIR, Folsom Point would remain open for recreation during the peak season; therefore, there would be no impacts to property values from the closure of Folsom Point.

Sequence number: 5
Author:
Subject: #266-1
Date: 3/15/2007 5:52:59 PM

TPlease see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6
Author:
Subject: #265-1
Date: 3/15/2007 5:52:49 PM

TPlease see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7
Author:
Subject: #264-1
Date: 3/15/2007 5:52:37 PM

		<p>which will be rendered unavailable by expanded inundation, and on the resultant impacts to those specific user groups. Please provide specific discussion of the impacts of expanded days/areas of inundation on the Beeks Bight/Doton Point Americans with Disabilities Act (ADA) trail on disabled park visitors. Please discuss impacts to the disabled users of the FLSRA in terms of consistency with the requirements of the Americans with Disabilities Act.</p> <p>5. [#263-5 PD alternatives to proposed project.] The DEIS/EIR does not adequately address Alternatives to the Project as proposed. The DEIS/EIR dismisses upstream management of the American River drainage area, as well as any consideration of possible downstream flood control constraints or strategies as beyond the scope of the Project description. This ignores several potential alternatives to the FDSP, for example construction of additional upstream storage capacity. As these are feasible alternative to the Project as proposed, they should be considered within the DEIS.</p> <p>Thank you very much for your consideration of my comments on the DEIS for the Folsom Dam Safety Project, and I look forward to responses to these comments in the Final Environmental Impact Statement for the Project.</p>
<p>264</p>	<p>Mary Strauss</p>	<p>[#264-1 Recreation lake access closure.] Please do not close Folsom Point. It is our main access to Folsom Lake. I am a Folsom resident and local business owner here for 17 years.</p>
<p>265</p>	<p>Amy Cooke</p>	<p>To whom it may concern:</p> <p>[#265-1 Recreation lake access closure.] In regards to the closure of Folsom Point State Recreation Area I must say I am greatly opposed to this idea. Folsom Point is a wonderful recreational area not only for the communities within Folsom but those surrounding it as well. Many people use this area year round for hiking, biking, running, boating, fishing, etc. and to take that away would have a devastating impact on Folsom. Please reconsider using Folsom Point as a storage area for your equipment while working on the levee's. Folsom is a wonderful city who boasts at being "family and community friendly". Don't take that away from us. Thank you.</p> <p>I am writing this email to go on your Official Record that our entire family of seven is completely opposed to the closing of Folsom Point for may reasons. We built our first custom house on 107 Jumper Ct in Briggs ranch 16 years ago. Our family grew to 4 children plus a grandparent and we needed to build a second custom house. This was based on the complete joy of living so close to the beautiful Folsom Pt rec. area and boat launch. This second house is at 106 McDerby Ct. which is very close to the Folsom pt entrance. We constructed a 6 bedroom 5 ½ bath custom home that literally was built by tremendous sweat equity and much financial burden but we considered it all worth while because it would be a future asset to us as our children grew, went to college, married, and we retired. Our children's ages are 16,15,13,and 11. All girls. My husband and I are 53 and 51. As you can see our huge expenses are quickly coming upon us and our major asset is our beautiful custom house that was to be our safety net as means of paying for these financial burdens of the future.</p> <p>[#266-1 Recreation lake access closure.] We have actively used this facility for 16 years and the thought that we could not launch our boat or go for a walk there is unbelievable,. If this facility is closed and used for a staging area for construction, Our family will be directly impacted.[#266-2 Air quality.] My mother is 85, who lives with us and she suffers from weakened lung condition which causes he to cough quite a bit now. With the added air pollution to our location I am very concerned to what this will do to her breathing problems. I also have 2 daughters with asthma like conditions that will be inflamed with the dust and carbon emissions. [#266-3 Noise.] I am very concerned with the increased noise levels that will occur. We have a pool and I feel that will limit our use of it greatly.</p> <p>[#266-4 Socioeconomics property value]. My biggest complaint though is what this 6-7 year closure will do to my property value that we worked so hard on all these years. I have been told that there is something called eminent domain that could allow us to sue the gov. for restitution if in fact this project causes us to lose 100,000's of thousands of dollars on the future sale of this house.</p> <p>The dollars that would make all the difference to our future and that of our children. The quality of all our lives will be severely impacted if this closure project takes place so close to our residence. [#266-5 Public involvement notification.] I fell that the people of Folsom have had no warning and little knowledge of what your agency's are about to do. I know the majority of the public would be outraged and against to Folsom Point closure. Please find a different plan and place for your construction staging area.</p>
<p>266</p>	<p>Connie Freese</p>	<p>To whom it may concern:</p> <p>[#266-1 Recreation lake access closure.] We have actively used this facility for 16 years and the thought that we could not launch our boat or go for a walk there is unbelievable,. If this facility is closed and used for a staging area for construction, Our family will be directly impacted.[#266-2 Air quality.] My mother is 85, who lives with us and she suffers from weakened lung condition which causes he to cough quite a bit now. With the added air pollution to our location I am very concerned to what this will do to her breathing problems. I also have 2 daughters with asthma like conditions that will be inflamed with the dust and carbon emissions. [#266-3 Noise.] I am very concerned with the increased noise levels that will occur. We have a pool and I feel that will limit our use of it greatly.</p> <p>[#266-4 Socioeconomics property value]. My biggest complaint though is what this 6-7 year closure will do to my property value that we worked so hard on all these years. I have been told that there is something called eminent domain that could allow us to sue the gov. for restitution if in fact this project causes us to lose 100,000's of thousands of dollars on the future sale of this house.</p> <p>The dollars that would make all the difference to our future and that of our children. The quality of all our lives will be severely impacted if this closure project takes place so close to our residence. [#266-5 Public involvement notification.] I fell that the people of Folsom have had no warning and little knowledge of what your agency's are about to do. I know the majority of the public would be outraged and against to Folsom Point closure. Please find a different plan and place for your construction staging area.</p>

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 8

Author:

Subject: #266-2

Date: 3/14/2007 10:26:49 AM

T Air Quality - All construction projects involving large equipment produce air quality emissions. Chapter 3.3 of the Draft EIS/EIR describes the types of emissions possible for this project. Reclamation has already initiated discussions with the Sacramento Metropolitan Air Quality Management District on emission controls and mitigation requirements. All construction work will comply with the air quality emissions requirements, that have been established to protect human health, and as presented in the air quality permit to be issued by the Air Quality Management District. Also see Section 4.3.11 in Chapter 4 of the Final EIS/EIR.

267	Carmella Santos	<p>[REDACTED] #267-1 General.] Opposed to the closing of Folsom Point. I wanted this on record, my opposition.</p> <p>To whom it may concern;</p> <p>[REDACTED] #268-1 Recreation lake access closure.] I completely object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well. Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your considering another alternative solution.</p>
268	Carrie Cota	<p>[REDACTED] #269-1 Recreation lake access closure.] I strongly object to the proposed closure of Folsom Point State Recreation Area! This proposition is unacceptable to the citizens of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for picnics, walking, biking, running and boating. Its closure would be an outrage. Folsom Point is the only access to Folsom Lake in the City of Folsom. Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.</p>
269	Aimee Peterson	<p>To whom it may concern;</p> <p>[REDACTED] #270-1 Recreation lake access closure/alternatives.] I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition seems unnecessary and unreasonable due to many other alternatives. My family and I have been residents of Folsom for 16 years. We moved to Folsom to be near Folsom Lake. Folsom Point is the only boat launch we have ever used and it is used by many thousands of community members throughout the year for outdoor recreation such as walking, biking, running, boating and picnicking. Since the Folsom Dam Road closed, Folsom Point has been the only access to Folsom Lake within the city of Folsom and has been a serious draw for visitors as well. [REDACTED] #270-2 Socioeconomic businesses.] The closure of Folsom Dam Road was extremely inconvenient for Folsom residents and devastating to many Folsom businesses. Closing Folsom Point would be an outrage and detrimentally impact the quality of life for Folsom residents as well as cripple many businesses. This would severely affect the economy in Folsom and adversely change the entire dynamics of the city. If there is work to be done or repairs needed, there are other alternatives to closing Folsom Point. There would be less of an impact to businesses and residents if the work was done during evening hours in the summer and full days in the winter when the weather is cold and there is less desire to use Folsom Point. Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable to all residents of Folsom.] Thank you for your consideration.</p>
270	Jody Biaggi	<p>[REDACTED] #271-1 Recreation lake access closure.] I have been a Folsom resident for nearly 17years. One of the primary reasons I moved here was because of the recreational activities provided by Folsom Lake. Access to the lake at Folsom Point was a huge factor in where I chose to purchase my home. I oppose the closing of this facility and would hope that you would hear the voice of the "recreation community" and if at all possible, select another location for your project.</p>
271	Bob Grunsky	<p>To whom it may concern:</p> <p>[REDACTED] #272-1 PD alternative staging area.] In regards to the proposed closing of Folsom Point, I want to express my strong opposition to the plan. Please consider an alternate site to be used for the staging area during the dam construction.</p>
272	Sandra J. Gallardo and Michele Flores	<p>[REDACTED] #273-1 PD alternative staging areas.] In regard to the proposed closing of Folsom Point, I want to express my opposition to the plan. Please consider an alternate site to be used for the staging area during the dam construction.</p>
273	Christina Flores	<p>[REDACTED] #274-1 PD alternative staging areas.] I am writing to ask that alternatives to closing the Folsom Point State Recreation Area be considered during the upcoming construction project at the Folsom Dam. I am an Elk Grove, CA resident and drive nearly an hour several times a year to enjoy the closest recreational lake to me and my family.</p>
274	Franco Salluce	

Sequence number: 1

Author:

Subject: #270-2

Date: 2/21/2007 6:56:21 PM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 2

Author:

Subject: #270-1

Date: 3/15/2007 5:53:42 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #268-1

Date: 3/15/2007 5:53:21 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #269-1

Date: 3/15/2007 5:53:31 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #271-1

Date: 3/15/2007 5:53:51 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #273-1

Date: 3/15/2007 5:54:14 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7

Author:

Subject: #274-1

Date: 3/15/2007 5:54:22 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 8

Author:

Subject: #272-1

Date: 3/15/2007 5:54:05 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 9

Author:

Subject: #267-1

Date: 3/15/2007 5:53:12 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

		<p>#274-2 Recreation mitigation.] If an outright alternative is not viable please consider all the users of this site and restrict access only as necessary. Perhaps a compromise would allow public use during lulls in the project and/or peaks of recreational use. Surely, the success of the Folsom Dam project lies not only in its completion, but also in the Bureau's consideration for the community.</p> <p>#275-1 Public Involvement project notification.] The reason we selected the house we live in (Briggs Ranch development) was to be near the Lake and the entrance to the Lake. Currently we are in the process of moving across the street (Natomas) to a new development to be even closer (LA Collina Del Lago) and this was never even noted that they may be closing access to the Lake.</p> <p>#275-2 Recreation lake access closure.] Folsom Point is the only access we have in the City of Folsom and during the summer on many weekends Folsom Point is filled to capacity. If something needs to be closed it should be an area that has multiple points of access.</p>
275	Kevin Long	<p>Please Do Not Close Folsom Point!</p> <p>#276-1 Recreation lake access closure/alternative staging areas.] There must be other places that can serve as a staging area for the repair work scheduled on the dam. I am a senior citizen and some of the entry points, to the lake, are gravel pathways which are slippery for me. This is a wonderful spot for me to walk, exercise my dogs and bring my family. Please don't destroy the quality of life this area brings to so many people by closing it off to the public.</p>
276	Judy Henderson	<p>Please be advised that we are concerned citizens of Folsom, CA, have been put on notice that a proposed closure of our park is scheduled for the fall of 2007. This proposal comes from the Bureau of Reclamation and the U.S. Army Corps of Engineers. It is our understanding that our beautiful park and recreation area will be used as a construction staging area for the different work projects on the Dam and Mormon Island Spillway by the Bureau and Army Corps of Engineers.</p> <p>#277-1 Recreation lake access closure/alternatives.] What a shame this would be for our already suffering local businesses, families that enjoy the park, tourism (boaters and fishermen come from far to use our park), to say nothing of the environment. #277-2 Vegetation and wildlife. The wild life there would be disturbed and run out of the area. Also this would run rattlesnakes and rodents into our neighborhood. This is a concern for us as we live in Briggs Ranch (that is adjacent to Folsom Point). We realize that improvements need to be done and don't oppose to that. We request a staging area that won't hurt our families, businesses, wildlife and real estate values. #277-3 Public Involvement project notification.] We have had short notice of this project and not had adequate time to address the issues.</p>
277	Sandra and Lanny Pixler	<p>We ask that as our voice and representative to PLEASE aid us in this endeavor.</p> <p>Mr. Shawn Oliver, Thanks for responding and extending the public comment period. I would like to submit the following comments regarding the proposed raise of Folsom Lake Dam: I am in hearty agreement with the raise of the dam and dikes for flood control and seismic strengthening purposes. #278-1 PD use of Folsom Point as staging.] I am opposed to the flippan decision made to use the Folsom Point State Park for construction access or staging purposes, especially if it closes access to the boat ramp and parking. I know the decision was based on economics and convenience. If this was an economic decision, it is difficult to justify the need to save a few hundred thousand dollars on building a separate access road and staging area when the Federal Govt is spending half a trillion dollars to destroy and rebuild a foreign country, for reasons that defy prudent use of tax dollars (and soldiers' lives).</p>
278	Phil Lee	<p>#278-2 Recreation remaining access points.] I am slightly encouraged to hear from you that the closure is only considered for a few months during the off season, as in-season closure would wreak havoc on the already crowded adjacent ramps: Granite Bay and Brown's Ravine.] But I don't believe the USBR has the fortitude to enforce that "promise", assuming it is even put into the contract. My fear is that as soon as the Folsom Point access is closed for construction, the USBR will allow the contractor to take over and full closure will take effect until job completion. This has been my observations with USBR's construction management record. They tend</p>

Sequence number: 1
Author:
Subject: #278-1
Date: 3/15/2007 5:55:23 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2
Author:
Subject: #277-2
Date: 2/21/2007 6:17:18 PM -08'00'

T Vegetation and Wildlife - See Response to Comment #72-2

Sequence number: 3
Author:
Subject: #277-3
Date: 3/15/2007 9:54:09 AM

T See response to comment #12-1. Also, the Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 4
Author:
Subject: #276-1
Date: 3/15/2007 5:54:52 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5
Author:
Subject: #277-1
Date: 3/15/2007 5:55:02 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6
Author:
Subject: #275-1
Date: 3/4/2007 12:53:42 PM -08'00'

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 7
Author:
Subject: #278-2
Date: 3/16/2007 1:06:13 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 8
Author:
Subject: #275-2
Date: 3/15/2007 5:54:45 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 9
Author:
Subject: #274-2
Date: 3/15/2007 5:54:35 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

		<p>to succumb to the contractor's whims, and often allow the contractor to run the show. The preferred alternative is to provide construction access and a staging area for Mormon Island from the east end of the dike, assuming that was the reason for this closure. I assume access for the main dam work is not an issue at this location? [#278-3 Recreation mitigation]. At the very least, please consider mitigation of the closure by constructing a separate construction access road, and locating the staging area such that the boat ramp and parking area can be still open and operational. As it is, Folsom Point needs MORE boat ramps and parking, with the exploding area population. Any type of closure or disruption to the facility would be disastrous.</p>
<p>279</p>	<p>Tara Davis</p>	<p>[#279-1 PD alternative staging areas]. With all the vacant land around the Folsom Prison area, why would a spot of recreation in a small town like Folsom be chosen for closure. It makes no sense to take a very popular, convenient spot in Folsom and close it for basically a construction storage area. People have moved to Folsom for the boating, business have moved in due to the high traffic and like I said prior, there is so much land along Natomas street that is unused and would make no impact if it was used. It seems like you could also use a portion of the land near Folsom Pointe and still keep this recreational area open. As a resident of Folsom and living very near to this site, I am very opposed to the closure of Folsom Point.</p>
<p>280</p>	<p>Dan Normoyle</p>	<p>To whom it may concern; [#280-1 Recreation lake access closure] I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. [#280-2 Socioeconomics businesses] The closure would be an outrage and detrimentally impact the local economy and quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well. Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.</p>
<p>281</p>	<p>Rennie and Norma James</p>	<p>I oppose the 100% full time closure of Folsom Point for seven years! I am writing in response to a report that all the alternatives to the construction of improvements at Folsom Dam and area dykes and dams will require the seven (7) year closure of Folsom Point Recreation area. My wife and I and Punkin visit the Point every day in the winter and twice a day in the summer if we are in town. This is our back yard and the reason for remaining at this residence. We have been at 125 Landrum Circle for 11 years and the best thing about is Location. [#281-1 PD alternative staging areas] If the Folsom Dam and dykes improvements depend on and the only alternative is to close Folsom Point then I say close Folsom Point and make the necessary improvements. However, I believe that this alternative is probably the most convenient alternative and others may have been eliminated as inconvenient or cost more to accomplish. I concede that I do not have all the information that you who have been working overtime to accelerate this project have acquired. However, I believe that a compromise can and should be considered. I am sure that access control, the existence of a traffic light and existing gate provide considerable cost savings. Also there is considerable space to stage equipment and materials in one place. If that did not require the closure of Folsom Point completely I would agree. The closure of Folsom Point would cost the community more, in my opinion, than the costs of dispersing these equipment and materials over a larger area in the community. For example the flats down stream from Mormon Island Dam on either side of Green Valley Road could be used for materials and equipment. Portions of the Folsom Point Recreation area could be used. The area around Dyke Seven should be considered. Speaking of that, What about the open space around the prison? Sure improved security would be needed, but it would not restrict access to Folsom Point. I believe that you are able to use Folsom Point recreation area or parts of it without closing the park completely. [#281-2 Socioeconomics businesses]. Have you ever paid attention to the financial impact of Folsom Point? Each of those boaters, skiers, fishermen, day campers group picnics at the Point and leisure</p>

Sequence number: 1
Author:
Subject: #281-2
Date: 2/21/2007 6:18:03 PM -08'00'
T Socioeconomics Business - See Response to Comment #12-1

Sequence number: 2
Author:
Subject: #280-2
Date: 2/21/2007 6:18:21 PM -08'00'
T Socioeconomics Business - See Response to Comment #12-1

Sequence number: 3
Author:
Subject: #280-1
Date: 3/15/2007 5:55:53 PM
T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4
Author:
Subject: #281-1
Date: 3/15/2007 5:56:05 PM
T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5
Author:
Subject: #279-1
Date: 3/15/2007 5:55:43 PM
T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6
Author:
Subject: #278-3
Date: 3/15/2007 5:55:35 PM
T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

		<p>boaters needs fuel, food, bait and equipment to make their visit everything they hope it will be. Many of the recreational users finish the day on the way home with refueling and having a quick meal on the way home. While passing through Folsom they see things that they may not have been aware of. The Thursday Night Market, Cappuccino Cruisers night at the Red Robin, Music in the park, the new Library and our Zoo, these are all aspects that passers by notice. Then you have the Sutter Street Grill for breakfast and Hop Sings for dinner on the way home. I am sure you can come up with other options and still complete this project as planned. Please take a moment and consider my suggestions before you throw them in the trash can!</p>
<p>282</p>	<p>Gary Frolich</p>	<p><input type="checkbox"/> #282-1 PD alternative staging areas.] This would be the worse idea I've seen in this whole Folsom Dam/Lake situation in our 17 yrs of residence. I know there is plenty of room around the point closer to the dam.....let the rich people or the developers who are building out that entire point look at some equipment for awhile, instead of forcing thousands of people off the whole lake for years and years!!!!!!!!!!!!!! We bought here for access to Folsom Lake which has become more trouble than this town is worth. We understand recreation is at the bottom of the list for the lake, but with 12 govt bureaus involved it has become typical govt waste and abuse of the public GOOD. DONT CLOSE FOLSOM POINT - would be the last straw in a long list of govt missteps since 9/11and the good residences of Folsom Town continue to pay the price and suffer the incompetence of our govt!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! We know you have a job to do.....please, please consider another alternative.] We weren't planning on moving, but we will and we will take our money with us (and we are not alone). Thanks you for your consideration.</p>
<p>283</p>	<p>Scott Wiemerslage</p>	<p><input type="checkbox"/> Upon recently hearing of the possible closure of Folsom Point, park and boat launch for up to seven years, I have been beside myself. <input type="checkbox"/> #283-1 Public Involvement project notification.] Understanding the ramifications of this act and pursuing them without diligence is one of the more irresponsible proposals I have heard. This proposal coupled with the complete lack of public knowledge continues the ever widening gap between the "stewards," of the lands and the general public. <input type="checkbox"/> #283-2 Recreation lake access closure.] Please consider any other potential alternatives to the proposed current one. The quality of life both for the boaters, park visitors, and neighborhoods is weighing on your decisions. Seven years? <input type="checkbox"/> What about the kids who will grow up in that time and not to have ever known the beauty of the lake? <input type="checkbox"/> #283-3 Socioeconomics property value]. What about homeowner's buying or selling in that time that will either loose tremendous value or never see the potential and look elsewhere? <input type="checkbox"/> #283-4 Recreation remaining access points]. What about the already congested launches and park areas that will now have to be absorbed by the other three entrances? <input type="checkbox"/> #283-5 Socioeconomics businesses.] What about the loss of potential income and profit from recreationalists looking elsewhere?] What about the environmental impact statements? What about using Folsom Damn Road, already in existence, and not being used to access?] Please reconsider.....</p>
<p>284</p>	<p>Troy Watson</p>	<p><input type="checkbox"/> #284-1 Recreation lake access closure.] We are completely opposed to closing Folsom point. There are too may people that use the park to shut it down. Please find an alternative site.</p>
<p>285</p>	<p>David L Brown</p>	<p><input type="checkbox"/> #285-1 General.] I am OPPOSED to closing Folsom Point.</p>
<p>286</p>	<p>Krista Fisher</p>	<p><input type="checkbox"/> #286-1 Recreation lake access closure.] I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. #286-2 Socioeconomics.] The closure would be an outrage and detrimentally impact the local economy and quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well.</p>

Sequence number: 1

Author:

Subject: #286-2

Date: 2/21/2007 6:18:46 PM -08'00'

T Socioeconomics Business - See Response to Comment #12-1

Sequence number: 2

Author:

Subject: #283-1

Date: 3/4/2007 12:42:58 PM -08'00'

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #283-4

Date: 3/16/2007 1:11:06 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #283-3

Date: 3/15/2007 10:00:49 AM

T Residential Property Values - As described in Chapter 2 and 4 of the Final EIS/EIR, Folsom Point would remain open for recreation during the peak season; therefore, there would be no impacts to property values from the closure of Folsom Point. Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.3 and 4.3.5 in Chapter 4 of the Final EIS/EIR for more information.

Sequence number: 5

Author:

Subject: #286-1

Date: 3/15/2007 5:57:06 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #284-1

Date: 3/15/2007 5:56:43 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7

Author:

Subject: #283-2

Date: 3/15/2007 5:56:30 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 8

Author:

Subject: #283-5

Date: 2/21/2007 6:19:30 PM -08'00'

T Socioeconomics Business - See Response to Comment #12-1

Sequence number: 9

Author:

Subject: #282-1

Date: 3/15/2007 5:56:18 PM

	<p>boaters needs fuel, food, bait and equipment to make their visit everything they hope it will be. Many of the recreational users finish the day on the way home with refueling and having a quick meal on the way home. While passing through Folsom they see things that they may not have been aware of. The Thursday Night Market, Cappuccino Cruisers night at the Red Robin, Music in the park, the new Library and our Zoo, these are all aspects that passers by notice. Then you have the Sutter Street Grill for breakfast and Hop Sings for dinner on the way home.</p> <p>I am sure you can come up with other options and still complete this project as planned.</p> <p>Please take a moment and consider my suggestions before you throw them in the trash can!</p> <p>[#282-1 PD alternative staging areas.] This would be the worse idea I've seen in this whole Folsom Dam/Lake situation in our 17 yrs of residence. I know there is plenty of room around the point closer to the dam.....let the rich people or the developers who are building out that entire point look at some equipment for awhile, instead of forcing thousands of people off the whole lake for years and years!!!!!!!!!!!!!! We bought here for access to Folsom Lake which has become more trouble than this town is worth. We understand recreation is at the bottom of the list for the lake, but with 12 govt bureaus involved it has become typical govt waste and abuse of the public GOOD. DONT CLOSE FOLSOM POINT - would be the last straw in a long list of govt missteps since 9/11and the good residences of Folsom Town continue to pay the price and suffer the incompetence of our govt!!!!!!!!!!!!!!!!!!!!!!</p> <p>We know you have a job to do.....please, please consider another alternative.]</p> <p>We weren't planning on moving, but we will and we will take our money with us (and we are not alone). Thanks you for your consideration.</p>	
<p>282</p>	<p>Gary Frolich</p> <p>Upon recently hearing of the possible closure of Folsom Point, park and boat launch for up to seven years, I have been beside myself. [#283-1 Public Involvement project notification.] Understanding the ramifications of this act and pursuing them without diligence is one of the more irresponsible proposals I have heard. This proposal coupled with the complete lack of public knowledge continues the ever widening gap between the "stewards," of the lands and the general public.</p> <p>[#283-2 Recreation lake access closure.] Please consider any other potential alternatives to the proposed current one. The quality of life both for the boaters, park visitors, and neighborhoods is weighing on your decisions. Seven years?</p> <p>What about the kids who will grow up in that time and not to have ever known the beauty of the lake?</p> <p>[#283-3 Socioeconomics property value]. What about homeowner's buying or selling in that time that will either loose tremendous value or never see the potential and look elsewhere?</p> <p>[#283-4 Recreation remaining access points]. What about the already congested launches and park areas that will now have to be absorbed by the other three entrances?</p> <p>[#283-5 Socioeconomics businesses.] What about the loss of potential income and profit from recreationalists looking elsewhere?]</p> <p>What about the environmental impact statements?</p> <p>What about using Folsom Damn Road, already in existence, and not being used to access?]</p> <p>Please reconsider.....</p>	
<p>283</p>	<p>Scott Wiemerslage</p>	
<p>284</p>	<p>Troy Watson</p>	
<p>285</p>	<p>David L Brown</p> <p>[#284-1 Recreation lake access closure.] We are completely opposed to closing Folsom point. There are too may people that use the park to shut it down. Please find an alternative site.</p> <p>[#285-1 General.] I am OPPOSED to closing Folsom Point.</p> <p>[#286-1 Recreation lake access closure.] I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. [#286-2 Socioeconomics.] The closure would be an outrage and detrimentally impact the local economy and quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well.</p>	
<p>286</p>	<p>Krista Fisher</p>	

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 10

Author:

Subject: #285-1

Date: 3/15/2007 5:56:56 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

	<p>Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable.</p> <p>#287-1 Recreation remaining access points.] I just wanted to go on record to oppose Folsom Point closing. We have lived in Folsom for 10 years and have used Folsom Point to launch our boat for some family time at the lake. We have experienced over crowding and at times were forced to use Brown's Ravine. With Folsom Point closed, all of the day users will be forced to use Brown's Ravine, which will not be able to accommodate all of the overflow.....and what happens when some of the ramps are closed due to low water? Please keep Folsom Point open.</p>	<p>Scott and Viera Weidy</p>
<p>287</p>	<p>Dear Shawn, #288-1 Public Involvement and EIS process.] As a stakeholder in the outcome of the decision to close/hot close Folsom Point, I feel it is only fair to extend the public commentary period to allow the public a fair amount of time to research and comment. According to the newspaper article that I did read, the decision is already made, and the timing and durations are the only outstanding issues.</p> <p>As the owner of tasty Time Ice Cream & Frozen Yogurt, I am in the direct path of the consequences of the decision. I have NOT had enough time to adequately research this topic. I believe that public disclosure of the rationale behind the USBR's decisions should be the first priority, not the rush to close the Point.</p> <p>I have been following the discussion on the levees and dam modifications for quite some time now. To date I have found no recollection in this process of the near flood a few years back. As I recall, after some number of years the management of the dam facilities decided that now was the time to "test" the gates. This was during a period of time when inflows were very high. When they tried to open and close the first gate it broke. Remember this was only <u>one</u> of the existing gates. The gate jammed and broke, leaving it mostly open. This put almost enough water down the river to over top the levees. At the Howe Ave. bridge the river was about a foot from the top of the levee. At Rio Americano High School the situation was the same. My daughter went to that school at that time. As it worked out luck held and the levees did not get over topped.</p> <p>I have looked at the levee plans (not well) and looked at the sketch of the dam modifications. As I see them the thing that concerns me most is the modification to the dam.</p>	<p>Greg Mercurio</p>
<p>288</p>	<p>#289-1 PD fuseplug Operation.] As I see it more gates are being added and on the south end of the dam a dirt berm is planned. The comment that was made about this berm was that if the water got to the point of over topping the dam this berm would wash out and prevent over topping the dam. The problem that I see is that the Berm is at least as wide as three gates, at a minimum. And once washed out is uncontrollable as to flow. This looks like a REAL problem to me and will be to most of Sacramento. I believe this is asking for another New Orleans levee failure. What do you think?</p>	<p>Clyde Matson</p>
<p>289</p>	<p>#290-1 Recreation lake access closure.] I am a long time Folsom resident and take a great pride in our City and our community. I am strongly opposed to closing Folsom Point. Folsom Lake is an important part of our community. Closing it will not only reduce our access to the lake, but will also adversely impact businesses in our community. [Recreation lake access closure. I especially would like you to consider our senior citizens and our children. Seven years it's a long time in their lives. My younger daughter is now six, by the time you are projecting to open Folsom Point again she will be 13 years old. Some of our elderly friends and neighbors may not live long enough to see it reopen, and for them it is difficult to seek an alternative access.]</p> <p>I would appreciate if you could take my comments into consideration before you make a final decision.</p>	<p>Kasia Turkiewicz</p>
<p>290</p>	<p>I am a longtime homeowner in the Briggs Ranch development of Folsom and much of the reason I bought my home here was due to the easy access to Folsom Lake and the easy access to Granite Bay via the Folsom Dam Road. Now a little more than 6 years has passed and two of the most logistical benefits of living where I bought my house are in danger of going away. Travel to Roseville is a nightmare and traffic in Folsom is a disaster due to the dam road closure. Now I hear that Folsom Point may close so that I will have to take my boat miles away, through this traffic, to get to the water. #291-1 Recreation lake access closure. PLEASE DO NOT RUIN MY ACCESS TO THE LAKE!!! DO NOT CLOSE FOLSOM POINT!!! FIND ANOTHER ALTERNATIVE SO AS TO AVOID FURTHER</p>	<p>Mike Wall</p>
<p>291</p>		

Sequence number: 1
Author:
Subject: #291-1
Date: 3/15/2007 5:57:51 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2
Author:
Subject: #288-1
Date: 3/16/2007 1:11:33 PM

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3
Author:
Subject: #287-1
Date: 3/15/2007 5:57:23 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4
Author:
Subject: #290-1
Date: 3/15/2007 5:57:34 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5
Author:
Subject: #289-1
Date: 3/15/2007 10:04:22 AM

T Fuseplug Operation - Since the gate failure which you are referring to, Reclamation has modified critical gate elements to make them stronger. Additionally, Reclamation implemented various maintenance procedures and installed automated maintenance devices to ensure reliable operation of the gates.

The function of the fuse plug is to save the dam from overtopping and subsequent failure during extreme hydrologic events. The fuse plug would only be operated during these extremely rare hydrologic events, and only after the downstream levees have overtopped causing major flooding and damage to the Sacramento metropolitan area.

If Reclamation was doing a dam safety only project, they would use a fuseplug design (dirt berm). Under the the Joint Federal Project, a permanent 6 submerged tainter gate structure is proposed that would address both flood damage reduction and dam safety. For more information see the description of Alternative 1 in Chapter 2 of the Draft EIS/EIR.

		<p>HARDSHIPS FOR THE RESIDENTS OF FOLSOM.</p> <p>#292-1 Recreation lake access closure.] I strongly object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to the citizens of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating and picnicking, its closure would be an outrage. Folsom Point is the only access to Folsom Lake in the City of Folsom.</p> <p>Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.</p> <p>To: Shawn Oliver</p> <p>We are contacting you in regards to the proposed closing of the Folsom Point Recreation Area or Dike 8. We are very concerned about this matter and ask that you would not only reconsider this proposal but give us more information. We have been Folsom residents and Briggs Ranch homeowners for over 11 years and we can not imagine what such a closure would do to our community and our neighborhood.</p> <p>#293-1 Socioeconomics property values]. Like many of our neighbors, we moved here primarily because of the lake access. Our family loves to take walks, run and mountain bike at the lake. We are extremely concerned about the devastating effect such a closure would have on the near by businesses as well as our home values. We personally know of a family that was considering several homes in the area to purchase and said yesterday that they will not buy here due to this issue.</p> <p>#293-2 PD alternative staging areas.] Why haven't other access points been chosen to help with this matter without closing down an entire recreational area? Folsom Point is Folsom's only access where as Granite Bay has two access areas.</p> <p>#293-3 Socioeconomics.] We have dealt with the burden of the Dam Road closure and saw the effects of that decision on businesses, commutes and community access. We cannot stomach another blow to our community.</p> <p>We ask you to please reconsider this decision and find an acceptable solution.</p> <p>As a resident of Folsom I'm against the closure of Folsom Point by the Federal Government to raise Folsom Lake. Do we need to have Folsom Lake raised, yes. Can another staging area be found to accommodate the equipment needed by the Corp of Engineers, yes.</p> <p>#294-1 PD alternative staging areas.] During the closure of Folsom Dam Road for repairs on the flood gates, the parking lot adjacent to the Dam was used the staging area, why can't this be done again.]</p> <p>#294-2 Transportation.] Approx. 186,000 people use Folsom Point to either launch their boats, picnic, or dive on a yearly basis. We have enough traffic on the surface streets as the result of the Dam Road closure, now we are going to put an additional 186,000 on the already congested streets?</p> <p>There must be another answer to closing Folsom Point or any access to Folsom lake. Why does the Corp. of Engineers have to close an access road to the lake while they raise the level of the dam? I realize raising Folsom Lake is a huge project, but there must be another solution so that the tax payers and the Corp of Engineers can co-exist during the seven years it will take to complete this project.</p>
292	Michael Cann	
293	Mark and Kathy Van Saun	
294	Keith Faust	
295	Dean Deguara	
296	Shari Warr	
297	Phil Vaughan	<p>#296-1 General.] Please don't close Folsom Point. Let this count as my opposal.</p> <p>#297-1 General.] PLEASE DON'T LET ANYTHING HAPPEN TO PREVENT PEOPLE FROM USING THIS WONDERFUL RECREATION AREA. I HAVE USED THIS LAKE FOR LEISURE PURPOSES ON PAST VISITS TO THE UNITED STATES AND IT TRULY WOULD BE A SHAME TO DEPRIVE FOLKS OF SUCH A BEAUTIFUL AND BOUNTIFUL ENJOYMENT AREA.</p> <p>SURELY, IT WOULD BENEFIT THE LOCAL COMMUNITY FINANCIALLY AS WELL, WITH VISITORS RETURNING TO USE THE GREAT FACILITIES YOU HAVE TO OFFER THEM THERE. THEY SUPPORT YOUR COMMUNITY GREATLY WITH FINANCIAL GAINS FROM THE MONEY SPENT BY THE VISITING PUBLIC FROM ELSEWHERE OTHER THAN THE DEAR FOLKS OF THE FOLSOM AREA.</p>

Sequence number: 1

Author:

Subject: #293-1

Date: 3/15/2007 10:06:18 AM

T Residential Property Values - Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.5 in Chapter 4 of the Final EIS/EIR for more information.

Sequence number: 2

Author:

Subject: #292-1

Date: 3/15/2007 5:58:08 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #293-2

Date: 3/15/2007 5:58:18 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #294-1

Date: 3/15/2007 5:58:30 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #293-3

Date: 2/21/2007 6:20:36 PM -08'00'

T Socioeconomics Business - See Response to Comment #12-1

Sequence number: 6

Author:

Subject: #294-2

Date: 3/15/2007 10:10:00 AM

T There would not be an additional 186,000 people using the streets; these would be the same 186,000 using the streets today. The partner agencies will develop a transportation management plan that will include input from city traffic engineers. The plan will provide guidelines on preferred traffic routes, route restrictions, and time of day restriction on using certain routes. Transportation contractors will be required to adhere to the plan. See section 4.3.9 in Chapter 4 of the Final EIS/EIR for more information.

Sequence number: 7

Author:

Subject: #297-1

Date: 3/15/2007 5:59:01 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 8

Author:

Subject: #295-1

Date: 3/15/2007 5:58:39 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 9

Author:

Subject: #296-1

Date: 3/15/2007 5:58:51 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

298	George Wyatt	<p>[C] #298-1 Recreation lake access closure.] Please be advised that I am opposed to the closing of Folsom Point. I use the boat launch ramp quite often, and pay an annual fee to be able to do so! One of the reasons that my family lives in Briggs Ranch is the closeness and availability of this facility. Please do not close it.</p>
299	John and Sharon Sarno	<p>[#299-1 PD alternative staging areas.] I am writing this e mail to show my support AGAINST closing Folsom Point ,This action you are considering is ludicrous at best ! why can you not use the vista point area at the dam cite ? you have closed the dam road and that area is just sitting there, as a Folsom resident for approx 20 years we have put up with every inconvenience you can imagine why are you trying to inflict another?</p>
300	Janelle & Curtis Mau	<p>Dear Mayor Morin, #300-1 Recreation lake access closure/alternatives. We are against the closure of Folsom Point!! Folsom Point is a park used by many people throughout our city. As a resident of a neighborhood near Folsom Point, you probably realize just how many of our neighbors walk over to use this facility on a daily basis. Dog walking, swimming, fishing, nature hikes, running, bicycling, and boating are just some of the activities people enjoy. The second grade classes at Folsom Hills Elementary take a walking field trip to Folsom Point to study nature every year. This is wonderful exercise for all who are able to walk to the lake! Closing Folsom Point would eliminate that option for all residents of Briggs Ranch and nearby neighborhoods. We'd then have to get in our cars and drive to another park at the lake, thereby increasing traffic and pollution in the city. #300-2 Socioeconomics property value] This closure will adversely affect our property values in these neighborhoods as well, and decrease the desirability of living here. In addition, the noise of heavy equipment, machinery, and increased truck traffic in and out of the area will negatively impact our neighborhood even further. Many other residents are #300-3 Socioeconomics businesses.]businesses throughout Folsom will also be severely impacted by the closure of Folsom Point, as I'm sure you are already aware. There must be some other options for the location of this construction staging area for the work projects on Folsom Dam. Those other options need to be explored further!! Please speak out on behalf of the residents of Folsom, and work towards finding another location for the construction staging area.]</p> <p>To all of our honorable representatives: I am going to start this letter on a personal note... I live ONE block from Dyke 8. We bought our home because of the convenience Dyke 8 offered to launch our boat and the beauty that it offered when we wanted to have a picnic or just out for a hike. We walk our dog, from our home, to Dyke 8 for a fun afternoon swim. We've already lost our "easy" connection to other towns using Folsom Dam. Please don't let them take our park away too. This is our life, our children's life... our lifestyle. Please don't take it away! Here's is the letter that we were asked to circulate among the honorable representatives: Please be advised that we, citizens of Folsom, CA, have been put on notice that a proposed closure of our park is scheduled for the fall of 2007. This proposal comes from the Bureau of Reclamation and the U.S. Army Corps of Engineers. It is our understanding that our beautiful park and recreation area will be used as a construction staging area for different work projects on the dam and Mormon Island Spillway by the Bureau and Army Corps of Engineers.</p>
301	Randy Pike	<p>[C] #301-1 Recreation lake access closure.] It is our belief that this closure will have a deep and dramatic effects on families, businesses, tourism, and the environment. The consequences are far reaching. This is a family community. We bring our children to the lake, bike swim, picnic, fish, boat and just enjoy nature. This scenario is repeated over and over again. Folsom Point is one of the reasons people buy homes in this area. This park is one of the jewels of Folsom. Bird Watchers frequent the park. #301-2 Vegetation and wildlife]. I might point out that even though the Bald Eagle is no longer on the endangered species list, it is still protected by the "Bald and Gold Eagle Protection Act". It is my understanding that one of the afforded protections is not to disturb the nesting area or flight pattern area. This needs more investigation. #301-3 Public Involvement notification.] We have not been given adequate time to investigate the impact that this proposal will have</p>

Sequence number: 1

Author:

Subject: #301-2

Date: 3/16/2007 4:35:03 PM

T Vegetation and Wildlife - See Responses to comment # 151-2.

See Section 4.3.12 in Chapter 4 of the Final EIS/EIR for more information.

Sequence number: 2

Author:

Subject: #300-2

Date: 3/15/2007 10:13:20 AM

T Residential Property Values - As described in Chapter 2 and 4 of the Final EIS/EIR, Folsom Point would remain open for recreation during the peak season; therefore, there would be no impacts to property values from the closure of Folsom Point. Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.3 and 4.3.5 in Chapter 4 of the Final EIS/EIR for more information.

Noise production is a recognized outcome of any construction project, including projects that involve transport of materials. The noise impacts due to the Folsom DS/FDR action is discussed in detail in Section 3.10 of the Draft EIS/EIR. Construction truck traffic noise impacts along East Natoma Street were estimated to increase less than 2 dBA in 2009 (when peak truck traffic would occur) and less than 4 dBA over current conditions. These noise level increases are considered perceptible by most people, but within the noise ordinance threshold levels. Section 3.10.2.2 summarizes the results of the transportation noise impact analysis. Also see Section 3.3.10 in the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #300-3

Date: 2/21/2007 7:07:39 PM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 4

Author:

Subject: #300-1

Date: 3/16/2007 1:12:31 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #301-1

Date: 3/15/2007 6:00:02 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #298-1

Date: 3/15/2007 5:59:41 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7

Author:

Subject: #301-3

Date: 3/4/2007 12:43:44 PM -08'00'

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

298	George Wyatt	<p>[#298-1 Recreation lake access closure.] Please be advised that I am opposed to the closing of Folsom Point. I use the boat launch ramp quite often, and pay an annual fee to be able to do so! One of the reasons that my family lives in Briggs Ranch is the closeness and availability of this facility. Please do not close it.</p>
299	John and Sharon Sarno	<p>[#299-1 PD alternative staging areas.] I am writing this e mail to show my support AGAINST closing Folsom Point ,This action you are considering is ludicrous at best ! why can you not use the vista point area at the dam cite ? you have closed the dam road and that area is just sitting there, as a Folsom resident for approx 20 years we have put up with every inconvenience you can imagine why are you trying to inflict another?</p> <p>Dear Mayor Morin,</p> <p>#300-1 Recreation lake access closure/alternatives. We are against the closure of Folsom Point!! Folsom Point is a park used by many people throughout our city. As a resident of a neighborhood near Folsom Point, you probably realize just how many of our neighbors walk over to use this facility on a daily basis. Dog walking, swimming, fishing, nature hikes, running, bicycling, and boating are just some of the activities people enjoy. The second grade classes at Folsom Hills Elementary take a walking field trip to Folsom Point to study nature every year. This is wonderful exercise for all who are able to walk to the lake! Closing Folsom Point would eliminate that option for all residents of Briggs Ranch and nearby neighborhoods. We'd then have to get in our cars and drive to another park at the lake, thereby increasing traffic and pollution in the city. [#300-2 Socioeconomics property value] This closure will adversely affect our property values in these neighborhoods as well, and decrease the desirability of living here. In addition, the noise of heavy equipment, machinery, and increased truck traffic in and out of the area will negatively impact our neighborhood even further. Many other residents and [#300-3 Socioeconomics businesses.]businesses throughout Folsom will also be severely impacted by the closure of Folsom Point, as I'm sure you are already aware. There must be some other options for the location of this construction staging area for the work projects on Folsom Dam. Those other options need to be explored further!! Please speak out on behalf of the residents of Folsom, and work towards finding another location for the construction staging area.]</p>
300	Janelle & Curtis Mau	<p>To all of our honorable representatives: I am going to start this letter on a personal note... I live ONE block from Dyke 8. We bought our home because of the convenience Dyke 8 offered to launch our boat and the beauty that it offered when we wanted to have a picnic or just out for a hike. We walk our dog, from our home, to Dyke 8 for a fun afternoon swim. We've already lost our "easy" connection to other towns using Folsom Dam. Please don't let them take our park away too. This is our life, our children's life... our lifestyle. Please don't take it away! Here's is the letter that we were asked to circulate among the honorable representatives: Please be advised that we, citizens of Folsom, CA, have been put on notice that a proposed closure of our park is scheduled for the fall of 2007. This proposal comes from the Bureau of Reclamation and the U.S. Army Corps of Engineers. It is our understanding that our beautiful park and recreation area will be used as a construction staging area for different work projects on the dam and Mormon Island Spillway by the Bureau and Army Corps of Engineers.</p>
301	Randy Pike	<p>[#301-1 Recreation lake access closure.] It is our belief that this closure will have a deep and dramatic effects on families, businesses, tourism, and the environment. The consequences are far reaching. This is a family community. We bring our children to the lake, bike swim, picnic, fish, boat and just enjoy nature. This scenario is repeated over and over again. Folsom Point is one of the reasons people buy homes in this area. This park is one of the jewels of Folsom. Bird Watchers frequent the park. [#301-2 Vegetation and wildlife]. I might point out that even though the Bald Eagle is no longer on the endangered species list, it is still protected by the "Bald and Gold Eagle Protection Act". It is my understanding that one of the afforded protections is not to disturb the nesting area or flight pattern area. This needs more investigation. [#301-3 Public Involvement notification.] We have not been given adequate time to investigate the impact that this proposal will have</p>

Sequence number: 8

Author:

Subject: #299-1

Date: 3/15/2007 5:59:50 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

		<p>on our environment. We have other migratory birds that now nest there as well. This is a pathway for many other animals as well. Rattlesnakes also reside at Folsom Point.</p> <p>[301-4 Socioeconomics businesses.] The businesses in Folsom will definitely realize a financial impact. Our business owners look forward to the summer months when tourists and other lake traffic provide much needed revenue. Our businesses suffered with the closure of the Dam Road and not this may be the proverbial "straw" for financial loss. Business owners have expressed a great concern.</p> <p>[301-5 PD alternative staging areas.] We do not oppose improvements on the dam. We request a staging area that will not hurt so many families, businesses, wildlife, and real estate values. In all truth we have not been given adequate time in which to address these issues. Our first notice was on January 9th, 2007. We were advised that 3,000 flyers were sent out. This is a city with a population of 63,000. The deadline given to us to discuss the closure is January 22, 2007. That was essentially "no notice". We need counsel as to our rights and the rights of the wildlife who cannot speak for themselves. We ask all of you, as our voice and representatives, to please aid us in this endeavor.</p> <p>To our Mayor Andy Morin,</p> <p>[302-1 Public Involvement project notification.] I live within 5 minutes of Folsom Point State Park. I was not notified about the proposal to close this wonderful park which I, my family use at least 2 time a week in the winter months and 5 days a week in the spring, summer and fall months. I buy the Annual Pass each year. I have not noticed any postings at the park entrance about the plans to close this park for 7 YEARS! I have heard that there were 3,000 notices sent out. Well I and 60,000 others feel that this is of importance to us as well and deserved to be notified. This impacts us as families, businesses, tourists, it also impacts the real-estate values in our area.</p> <p>Lake Point is an important asset for outdoor activities, such as boating, picnicking, hiking, bird watching, fishing, swimming, or just to enjoy nature. I and my children have sat at a park bench and watched a snake eat a frog, watch the deer who frequently graze on the shoreline grass, or drink from the lake, we watch the migratory birds that rest on its shores. We have shared many memories at Folsom Point State Park. [302-2 Socioeconomics property values] Folsom Point is an important asset for outdoor recreation enthusiasts and as such has a very big impact on home values and our economy. [302-3 Socioeconomics businesses.] Closing access to its shore lines and boat ramps will be very detrimental to the people who use those amenities and extremely harmful to the local home values in the region. Some of the local businesses, which depend on their proximity to Folsom Point for their success, could very likely be forced out of business as well.]</p> <p>[302-4 PD alternative staging areas.] The impact of this closure would be enormous, not only to me and my family but to our community. In the light that there are other alternatives to consider, I hope you will give this further thought. I would suggest considering the sides of the now closed dam road as well as the large parking area to vista/picnic area which are already closed to the public.</p> <p>I find it disturbing that the announcement of the meeting time came on the same day of its occurrence. I would obviously not be alone in being extremely disappointed to loose continued access to Folsom lake Point during and after any construction takes place. I furthermore believe that ALL Folsom residents and businesses who have already taken a huge hit by the already closure of the Dam Road, the increase in traffic on our private streets would be granted the time necessary to seek counsel as to our rights and the rights of those who can not speak for themselves such as the local wildlife.</p> <p>I am asking you as our Voice in this great City of Folsom and our Mayor (of whom I chose to vote for in our last elections), to stand up and speak for us all, not just the 3,000 people who someone, some where deemed necessary to notify.</p>
<p>302</p>	<p>Susan Akin</p>	
<p>303</p>	<p>Nicole Benson</p>	<p>I received an email notifying me that Folsom Point would be closed for several years to the public. I understand that a place is needed to store equipment but I also understand that there are other storage options. I am writing this letter because Folsom Point is not only</p>

Sequence number: 1

Author:

Subject: #302-3

Date: 2/21/2007 11:25:28 AM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 2

Author:

Subject: #302-2

Date: 3/15/2007 10:17:20 AM

T Residential Property Values - As described in Chapter 2 and 4 of the Final EIS/EIR, Folsom Point would remain open for recreation during the peak season; therefore, there would be no impacts to property values from the closure of Folsom Point. Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.3 and 4.3.5 in Chapter 4 of the Final EIS/EIR for more information.

Sequence number: 3

Author:

Subject: #302-1

Date: 3/4/2007 12:44:13 PM -08'00'

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #301-5

Date: 3/15/2007 6:00:16 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #301-4

Date: 2/21/2007 11:27:16 AM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 6

Author:

Subject: #302-4

Date: 3/15/2007 6:00:29 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

		<p>important and meaningful to me, but it is crucial to the livelihood of local businesses. I grew up in Folsom and every week my family and I would go for walks along the dyke. We have taken many Christmas photos out there over the years as well as enjoyed family picnics, BBQs' and the Fireman's Eco Challenge. [REDACTED] #303-1 Socioeconomics businesses.] Businesses rely on the families that venture to and from this part of the lake year round, especially in the summer when the boaters are out and about. So many businesses would go under. Can you imagine what a financial nightmare this would create for many of the business owners located around this part of the lake?</p> <p>[REDACTED] #303-2 Recreation lake access closure]. Although I have moved to the Bay Area now and have my own family, I still look forward to Christmas morning walks at the lake and was looking forward to taking my son to picnic at the lake and watch the boats launch at Folsom Point this summer. You may argue that there are other places to go to at Folsom Lake, but none of them are like Folsom Point. Please reconsider your plans to close Folsom Point. The City of Folsom has already destroyed or removed many things enjoyed by its' residents, we don't need another!</p>
		<p>To the Bureau of Reclamation, [REDACTED] #304-1 PD alternative staging areas]. The proposed closure of Folsom point State Park is of great concern to the residents of Folsom. We realize that improvements on the dam and other areas need to take place, but it should not be at the expense of the environment, wildlife, local businesses and our recreational enjoyment. Please seek other options.</p>
304	Debbie Sultan Lynn & Eric Bonzell	<p>Dear Bureau of Reclamation, [REDACTED] #305-1 Socioeconomics businesses]. We are opposed to the closure of Folsom Point for the upcoming construction to Folsom Dam. There will be a tremendous negative financial impact to the city of Folsom and it will adversely affect the residents of Folsom as well</p>
305		
306	Aimee Wendell	<p>[REDACTED] #306-1 General.] I am OPPOSED to closing Folsom Point. Thank you Steve Miklos, As a homeowner of Folsom, and specifically, Briggs Ranch, I wanted to write to you. I understand the City Council will be deciding whether or not to close Folsom Point for the next 7 years while the new bridge is constructed. I wanted to let you know I am very opposed to this idea. One of the reasons we live in the Briggs Ranch area is because it is so close to Folsom Lake and the quick and easy access to the boat launch at Folsom Point. [REDACTED] #307-1 Traffic] I am also very concerned about all the construction trucks that will be disturbing this residential area. [REDACTED] #307-2 Property Values] I am also concerned what this closure and construction will do to property values in the Briggs Ranch area. This closure can only hurt our lake and boating experience as well as tourism to Folsom Lake. Please vote on the side of your fellow residents and the welfare of your community. Voters have good memories about these issues when election day rolls around again!</p>
307	Lynn Derrick	
		<p>City Council Members, I had a very encouraging conversation with Steve Miklos today about fighting the closure of Folsom Point. As we spoke he told me he knew nothing of the rally tomorrow and I wanted to make sure that was not the same case for all of you. [REDACTED] #308-1 General] We are holding a rally in the church parking lot at the entrance of Folsom Point tomorrow to have residents of Folsom sign petitions to stop the closure. I hope we can see all of you there to support our community in this protest.</p>
308	Ann Lindner	
		<p>We are outraged that you, our elected officials, have basically stuck your heads in the sand regarding the closure of Folsom Point. It really upsets us and our neighbors that you haven't represented the fine citizens of our city in a diligent manner. We literally found out about this issue on January 15, 2007. Why was this never mentioned in any literature from the city? Why were we and everyone we encountered shocked to hear about this at the 11th hour? I went Folsom City Hall on Tuesday the 16th with my neighbors to express our objections and concerns and to find out detailed information regarding this matter. We left completely frustrated as if we were nothing but an imposition. We were left to take matters into our own hands when this clearly should be the City's responsibility to take care of us and the resources of this city that we moved</p>
309	Ken & Susan Doherty	

Sequence number: 1

Author:

Subject: #307-2

Date: 3/15/2007 10:21:59 AM

T Residential Property Values - As described in Chapter 2 and 4 of the Final EIS/EIR, Folsom Point would remain open for recreation during the peak season; therefore, there would be no impacts to property values from the closure of Folsom Point. Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.3 and 4.3.5 in Chapter 4 of the Final EIS/EIR for more information.

Sequence number: 2

Author:

Subject: #303-1

Date: 2/21/2007 11:28:29 AM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 3

Author:

Subject: #303-2

Date: 3/15/2007 6:00:40 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #304-1

Date: 3/15/2007 6:00:52 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #305-1

Date: 2/21/2007 11:29:15 AM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 6

Author:

Subject: #308-1

Date: 3/15/2007 6:01:38 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7

Author:

Subject: #306-1

Date: 3/15/2007 6:01:06 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 8

Author:

Subject: #307-1

Date: 3/15/2007 6:01:23 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Construction truck traffic noise impacts along East Natoma Street were estimated to increase less than 2 dBA in 2009 (when peak truck traffic would occur) and less than 4 dBA over current conditions. These noise level increases are considered perceptible by most people, but within noise ordinance threshold levels. Section 3.10.2.2 summarizes the results of the transportation noise impact analysis. The partner agencies will develop a transportation management plan that will include input from city traffic engineers. The plan will

		important and meaningful to me, but it is crucial to the livelihood of local businesses. I grew up in Folsom and every week my family and I would go for walks along the dyke. We have taken many Christmas photos out there over the years as well as enjoyed family picnics, BBQs' and the Fireman's Eco Challenge. [#303-1 Socioeconomics businesses.] Businesses rely on the families that venture to and from this part of the lake year round, especially in the summer when the boaters are out and about. So many businesses would go under. Can you imagine what a financial nightmare this would create for many of the business owners located around this part of the lake? [#303-2 Recreation lake access closure]. Although I have moved to the Bay Area now and have my own family, I still look forward to Christmas morning walks at the lake and was looking forward to taking my son to picnic at the lake and watch the boats launch at Folsom Point this summer. You may argue that there are other places to go to at Folsom Lake, but none of them are like Folsom Point. Please reconsider your plans to close Folsom Point. The City of Folsom has already destroyed or removed many things enjoyed by its' residents, we don't need another!
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308	Ann Lindner	We are outraged that you, our elected officials, have basically stuck your heads in the sand regarding the closure of Folsom Point. It really upsets us and our neighbors that you haven't represented the fine citizens of our city in a diligent manner. We literally found out about this issue on January 15, 2007. Why was this never mentioned in any literature from the city? Why were we and everyone we encountered shocked to hear about this at the 11th hour? I went Folsom City Hall on Tuesday the 16th with my neighbors to express our objections and concerns and to find out detailed information regarding this matter. We left completely frustrated as if we were nothing but an imposition. We were left to take matters into our own hands when this clearly should be the City's responsibility to take care of us and the resources of this city that we moved
309	Ken & Susan Doherty	

provide guidelines on preferred traffic routes, route restrictions, and time of day restriction on using certain routes. Transportation contractors will be required to adhere to the plan. See section 4.3.9 in Chapter 4 of the Final EIS/EIR for more information.

	<p>here to enjoy. We can only wonder what the impact will be on property values, businesses and the community as a whole. #309-1 Recreation lake access closure We believe it is YOUR RESPONSIBILITY to address this significant issue and make sure that the closure of Folsom Point does not happen. Surely you can come up with several alternatives that would not impact the lives of all that use this facility.</p>	
<p>310</p>	<p>January 26, 2007 Mr. Shawn Oliver Bureau of Reclamation 7794 Folsom Dam Road Folsom CA 95630</p> <p>Re: Folsom Dam Safety and Flood Damage Reduction Draft EIS/EIR</p> <p>Dear Mr. Oliver;</p> <p>EI Dorado County appreciates the opportunity to review and respond to the Folsom Dam Safety and Flood Damage Reduction (DS/FDR) Draft EIS/EIR. This letter is in response to actions which may affect terrestrial vegetation and wildlife, specifically oak woodlands.</p> <p>As noted in Section 3.12, Land Use, Planning and Zoning, page 3.12-3, the El Dorado County Interim Interpretive Guidelines for General Plan Policy 7.4.4.4 – Forest and Oak Woodland Resources (Public Review Draft) was reviewed by the Draft EIS/EIR authors for information. As an update, the Interim Interpretive Guidelines were finalized and adopted by the Planning Commission on November 9, 2006. El Dorado County is currently conducting an intensive study of oak woodlands in the County which will result in an Oak Woodland Management Plan in spring/summer 2007, which will replace the interim guidelines. Ongoing documentation is posted on our oak woodlands website, available at: http://www.co.el-dorado.ca.us/Planning/GeneralPlanOakWoodlands.html .]</p> <p>Table 3.5-4, Summary Comparison of Impact of Alternatives of Section 3.5, Terrestrial Vegetation and Wildlife, indicates that Alternatives 1 through 5 will have a Significant but Mitigatable Impact (CEQA) and an Adverse Impact (NEPA) to protected oak woodlands. We have reviewed the DEIS/DEIR, and the USFWS Coordination Act Report, and offer the following comments:</p> <p>DEIS/DEIR comments:</p> <p>#310-1 Habitat Inundation] 1. Section 3.5.1.2, Regulatory Setting, State: Although the California Environmental Quality Act (CEQA) PRC §21000 et.seq. is noted, in particular, CEQA PRC §21083.4 is not identified, which has a direct bearing on allowable mitigation for oak woodlands.</p> <p>2. Section 3.5.1.2, Regulatory Setting, Local, Local Native Tree Protection Ordinance: At present, in El Dorado County, protection of native trees and oak woodlands is set by general plan policies and interim interpretive guidelines.1</p> <p>3. Section 3.5.1.3, Existing Conditions, Vegetation, Upland Plant Communities, Interior Live Oak Woodland, Blue Oak Woodland and Savanna, pages 3.5-4 to 3.5-5: There do not appear to be any maps which spatially approximate the potential future inundation zone (1,323 acres) and the construction area (81 acres) which will affect oak woodlands. It would be helpful to see where the affected oak woodland areas lie, as well as noting the amount of acreage for each county/city affected.</p>	<p>Steven D Hust El Dorado County</p>

Sequence number: 1

Author:

Subject: #309-1

Date: 3/15/2007 6:01:48 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #310-1

Date: 3/4/2007 4:08:21 PM -08'00'

T Habitat Inundation – The Folsom DS/FDR actions will not directly change current operations and thus there will not be inundation of habitat beyond what happens currently. There is a proposal to revise the interim Water Control Manual, but it is not know at this time whether any reoperation of the facility would result in additional inundation.

	<p>4. Section 3.5.4, Mitigation Measures, pages 3.5-51 to 3.5-52: El Dorado County's Interim Biological Resource Study and Important Habitat Mitigation Program Guidelines, adopted by the Planning Commission on November 9, 2006, and available at our oak woodlands website noted above, contains detailed recommendations regarding safeguarding trees during construction.]</p> <p>#310-2 Coordination Act Report mitigation] <i>Appendix B, Federal Biological Compliance, Draft Fish and Wildlife Coordination Act Report</i></p> <p><i>CAR) comments:</i></p> <p>5. Draft CAR – Table 7, Evaluation Species, Resource Categories, and Compensation Planning Goals selected for cover-types impacted by the Folsom DS/FDR Project, California, page 34: We acknowledge the value of the Mitigation Planning Goals of "No net loss of in-kind habitat value" for Oak-grey pine woodland and Oak savannah.</p> <p>6. Draft CAR – Table 8, Oak Woodland – Grey Pine Woodland Mitigation Site Development Criteria, Folsom DS/FDR Project, California, page 39: Mitigation exceeds El Dorado County's replanting requirements (of 200 trees/acre)2, matches the management intensity (moderate to intensive)3, but falls below the County's standard for monitoring (of 10 years for seedlings, 15 years for acorns) . Mitigation does not address the success rate of replanting, for which the County standard is 90 percent4.</p> <p>7. Draft CAR – Recommendations, General, page 40: El Dorado County agrees that avoidance of impacts to woodlands and wetlands is a primary mitigation action.</p> <p>8. Draft CAR – Recommendations, General, page 41: "Compensate for unavoidable impacts to oak-grey pine woodland habitat by acquiring suitable lands and developing oak woodland habitat using the assumptions contained in Appendix A..." El Dorado County notes that CEQA PRC §21083.4 only allows 50 percent of mitigation of impacts to oak woodlands to be in the form of replanting. Other mitigation options include conservation easements and contribution of funds to the Oak Woodlands Conservation Fund or other trusts to purchase oak woodland conservation easements in perpetuity.</p> <p>Recent studies by Giusti et al. (2005)5 states, "...it is becoming apparent that replacement seedlings as a mitigation measure for removal of older stands of trees cannot meet the immediate habitat needs of forest-dependent animal species. This realization has expanded the discussion beyond simple replanting schemes as a means of mitigating impacts."</p> <p>The limited effectiveness of plantings for mitigation were demonstrated in a study that used data from 10-year-old planting to model the development of blue oak stand structure attributes over 50 years (Standford et al., 2002). The model showed that a 10 percent canopy cover of oak woodland could be achieved in 10 years if trees were planted at a density of 200 trees per acre and maintained at high management intensity. After 50 years, trees in planted stands were still small (1-6 inch diameter at breast height) and wildlife habitat quality was not equivalent to that of mature oak woodland. Species composition shifted from wildlife species that utilize acorns, cavities and downed wood to those that utilize open areas. This study emphasizes the need for a comprehensive approach to mitigation and not to rely solely on replacement planting of oak woodlands.</p> <p>9. Draft CAR – Table 10, Summary of Cover-Types, Acres Impacted, and Compensation Needed by Alternative Proposed for the Construction of Folsom DS/FRD Project, California, page 60: El Dorado County acknowledges that the mitigation acreage ratio exceeds the County maximum requirement of 2:1.]</p>
	<p>Thank you for this opportunity to review and comment upon the Draft EIS/EIR. If you have any questions, please contact me at (530) 621-5355, or by email at SHust@co.el-dorado.ca.us .</p> <p>Sincerely,</p>

Sequence number: 1

Author:

Subject: #310-2

Date: 3/14/2007 10:34:37 AM

T Fish and Wildlife Coordination Act Report Mitigation - As a federal facility, the project agencies are required under federal law to coordinate with US Fish and Wildlife Service mitigation requirements. Mitigation would be based on the impact analysis for the project which was completed in conjunction with USFWS. The ultimate project mitigation for oak woodlands will be coordinated with USFWS.

<p>311</p>	<p>Bruce and Rosemary Beck</p>	<p>Steven D. Hust Principal Planner El Dorado County Development Services 2850 Fairlane Court Placerville CA 95667</p> <p>1 The El Dorado County Oak Woodland Management Plan and Oak Tree Protection Ordinance are pending but not yet adopted. 2 McCreary DD. 2001. <i>Regenerating rangeland oaks in California</i>. Berkeley (CA): University of California, Agriculture and Natural Resources. Communication Services Publication #21601. 62 p. 3 Management intensity assumes that 10 years after planting 1 year old saplings that trees that have been nurtured with high management intensity will be on average 2 inches DBH with 90 percent survival; moderate management intensity will result in trees that are on average 1.5 inches DBH with 85 percent survival. From: Standiford, R.B., D. McCreary, and W. Frost. 2002. Modeling the effectiveness of tree planting to mitigate habitat loss in blue oak woodlands. In: Standiford, R.B., D. McCreary, and K.L. Purcell (tech. cords.), Proceedings of the Fifth Symposium on Oak Woodlands: Oaks in California's Changing Landscape. Gen. Tech. Rep. PSW-GTR-184. Pacific Southwest Research Station, Forest Service, U.S. Department of Agriculture. 4 Refer to El Dorado County Interim Interpretive Guidelines for General Plan Policy 7.4.4.4 (Option A), adopted November 9, 2006, Definitions, page 2, 1:1 Woodland Replacement. 5 Giusti, G.A., A. Leider, J. Vilms, and J. Fetherstone. 2005. Planning options for oak conservation. In: Giusti, G.A., D.D. McCreary, and R.B. Standiford (eds.), A Planner's Guide for Oak Woodlands. University of California Agriculture and Natural Resources Publication 3491.</p> <p>To Whom It May Concern:</p> <p>RE: Folsom Point/Folsom Lake Controversy:</p> <p>We have received/read about disturbing information about the proposed closure of Folsom Point (Dyke 8) and/or Granite Bay as a staging area for equipment for the upcoming construction at Folsom Lake.</p> <p>We live in Rocklin, very close to Folsom Lake. We are opposed to any closure of all current boating access to Folsom Lake for use of equipment parking. We have been boating on Folsom Lake for more than 25 years. #311-1 Socioeconomics businesses Any closing of any boating access and public picnicking would not be in the best interest of the local economy, local boating area and the overall boating industry in general.</p> <ol style="list-style-type: none"> #311-2 PD alternative staging areas Why the equipment parking area can't be established along Folsom-Auburn Road near the closed road to the Dam? Close some of Beal's Point as boaters can not use that area for launching? What about the parking area that is closed to the public next to the Dam? There are large fields near the Dam Road in the Folsom area, use them? Otherwise the expansion and creation of Beal's point for boat launching would help IF the closure of Folsom Point (Dyke 8) were to happen. <p>#311-3 Recreation remaining access locations There are a large number of boaters in the Sacramento area. Requiring boaters to</p>
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Sequence number: 1

Author:

Subject: #311-1

Date: 3/4/2007 9:32:03 AM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 2

Author:

Subject: #311-3

Date: 3/15/2007 6:02:22 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #311-2

Date: 3/15/2007 6:02:13 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

		<p>travel to other locations would not only crowd those other locations more than usual but cause other environmental issues with more traveling, using more gas to travel to other lakes, causing more environmental issues at those locations, etc. Please establish other sites to use for staging. There are a lot of other areas that can be considered.</p>
<p>312</p>	<p>Gold Fields District 7806 Folsom-Auburn Road Folsom, CA 95630</p> <p>January 26, 2007</p> <p>Michael Finnegan, Area Manager U.S. Bureau of Reclamation Central California Area Office 7794 Folsom Dam Road Folsom, CA 95630</p> <p>Re: Folsom Dam Safety and Flood Damage Reduction DEIS/DEIR</p> <p>This letter is to express the concerns and recommendations of the California Department of Parks and Recreation (DPR) Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR) regarding the Folsom Dam Safety and Flood Damage Reduction Project. DPR has previously provided extensive comment and recommendations regarding this project including an April 6, 2006 letter and several rounds of comments regarding administrative drafts of this DEIS/DEIR.</p> <p>DPR is supportive of the twin goals of this project, improving public safety relative to the dams and dikes and providing additional flood protection for the region. As Reclamation's managing partner for recreation, natural and cultural resources at Folsom Lake State Recreation Area (SRA), DPR is also concerned about the impacts of the project on these resources and uses. About 1.5 million visitors recreate at Folsom Lake SRA annually. Obviously this project will have some significant impacts on this recreation use and the facilities supporting this use. To date, DPR does not believe the project impacts to recreation use and facilities at Folsom Lake SRA have been adequately mitigated. We look forward to continuing to work with the lead agencies to find ways to avoid impacts to recreation use and facilities and to mitigate these impacts. Please see the enclosed Attachment with our specific comments for each of the recreation use areas within the SRA that may be impacted by the proposed project.</p> <p>If you have any further questions regarding this matter, please contact either myself or Folsom Sector Superintendent Michael Gross at (916) 988-0205 or the Gold Fields District Planner Jim Micheaels at (916) 988-0513. Thank you.</p> <p>Sincerely,</p> <p>Scott Nakaji Gold Fields District Superintendent</p> <p>CC Stein Buer, Sacramento Area Flood Control Agency</p>	<p>Jim Micheaels CDPR</p>

This page contains no comments

	<p>Colonel Ronald N. Light, Sacramento District, Army Corps of Engineers Shawn Oliver, U.S. Bureau of Reclamation Becky Victorine, U.S. Army Corps of Engineers Joe Lucchi, City of Folsom, Economic Development Director Joe Gagliardi, President and CEO, Folsom Chamber of Commerce and Folsom Tourism Bureau Paul Romero, California State Parks, Chief Deputy Director Ted Jackson, California State Parks, Deputy Director Park Operations Tony Perez, California State Parks, Chief Southern Field Division</p> <p>Attachment: DPR Comments and Recommendations Regarding Folsom Dam Safety and Flood Damage Reduction Draft EIS/EIR</p> <p><u>Chapter 2 - Project Elements and Alternatives</u></p> <p>2.2.4.1 Auxiliary Spillway On page 2-37 of the Auxiliary Spillway description the following statement is made in reference to spoil material excavated for the approach channel to the spillway gates which will be deposited on the shoreline:</p> <p>"It is anticipated that the material excavated from the approach channel would be put to beneficial use."</p> <p>#312-1 PD beneficial use of excess material] Without any explanation of how this spoil material would be used it seems premature to conclude it would be put to beneficial use, the material could just as well impact the native vegetation on the existing shoreline. DPR is interested to know how this spoil material would be used.</p> <p>2.2.4.7 Embankment Raises (Dikes and Wing Dams) The Alternatives in the document propose three options for raising the height of the dikes and dams: less than 4 feet for both dam safety and flood damage reduction purposes; 7 feet to provide additional surcharge capacity for flood damage reduction purposes; and 17 feet as an alternative to meet flood damage reduction objectives without any increased discharge capacity.</p> <p>DPR has previously commented regarding our concerns about the method used to achieve the dam and dike raise. The top of MIAD and Dikes 4, 5 and 6 are currently all utilized as part of the trail system within Folsom Lake SRA. The trails at Folsom Lake SRA are an important recreation amenity for the local neighborhoods, communities and Sacramento region. The trails along the tops of these dikes and dams provide vital connections to other trails downstream of the dikes and dams. The unobstructed views of Folsom Lake are an important part of the experience of recreation visitors using these trails. DPR is specifically concerned about the impact of options utilizing a concrete parapet wall on recreation trail users. This includes both the visual impact of obstructed views and also the impacts the concrete parapet wall and concrete retaining wall may have on access to the trails across the top of these dikes and dams. We believe the concrete parapet wall options will be an attractive nuisance (graffiti) and barrier for recreation use. DPR would not be responsible for any repair or maintenance of such a concrete wall, including graffiti removal.</p>
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Sequence number: 1

Author:

Subject: #312-1

Date: 2/20/2007 10:50:00 AM -08'00'

T The dredged material and or the spoils excavated from the approach channel will be incorporated into one or more of the modifications, stockpiled in an area designated for stockpiling, or the material will be used as fill in a contractor use area. The material will not be placed in a manner or location that has not been described in the EIS/EIR.

		<p>Recommendation: #312-2 PD raise type] DPR believes the conventional earthfill raise option provides the best opportunity for continued unfettered access to the trails across the dams and dikes and unobstructed views. A reinforced earth wall would be a second preference.</p> <p>2.2.4.10 New Embankment Construction The document indicates that depending upon the Alternative selected, up to 45 new embankments may be constructed if a 7-foot raise of the dikes and dams was selected. The number of new embankments required for a 17-foot raise has not been determined. It does not appear that the document specifically identifies where these new embankments would be constructed and that no environmental analysis is provided for these new embankments.</p> <p>Recommendation: #312-3 Analysis of new embankments] DPR believes the environmental analysis for this aspect of the project is inadequate and that if any alternative is selected which requires additional embankment raises which are not specifically identified in this document, additional environmental analysis is required.</p> <p>2.2.4.11 Miscellaneous Construction</p> <p>Construction Staging, Materials Processing and Contractor Work Areas The project includes development of construction staging areas, material processing and contractor work areas which will close or impact recreation areas within Folsom Lake SRA including Folsom Point, Beal's Point, Granite Bay and trails within the SRA. California State Parks believes there are some "win/win" possibilities with regards to mitigation for the impacts to and loss of recreation use which the lead agencies for the project are not taking advantage. In previous discussions with Reclamation we have explored the idea of rehabilitating some of the staging areas, once construction activities are complete, into improved recreation sites. DPR believes it is reasonable for the lead agencies to provide for these finished facilities as mitigation for the loss of recreation use at these sites.</p> <p>Folsom Point The document indicates Folsom Point would be a main staging area for the Project including contractor's offices, parking, material staging and processing, and borrow stockpiling. The DEIS/DEIR indicates Folsom Point would be closed to all recreation use from 6 to 7 years. Anywhere from 670,000 to 816,000 recreation visits would be lost due to construction.</p> <p>Recreation facilities at Folsom Point include a boat ramp with parking for 125 vehicles and a picnic area with parking for 77 vehicles. Annual use at Folsom Point is about 112,000 visitors, which generates about \$127,000 in user fees annually.</p> <p>DPR understands that based on concerns expressed by the City of Folsom, the Folsom Chamber of Commerce, local community members and others, that options are being explored to reduce or avoid the complete closure of Folsom Point during the construction period. DPR is supportive of these efforts and we need to be part of these discussions.</p> <p>In past discussions with Reclamation, DPR understood that Reclamation was considering filling a shallow portion of the Reservoir on the east side of Folsom Point to create additional areas for staging and material processing. DPR has suggested that following construction activities, Reclamation could contour and convert this proposed material processing and construction staging area into a</p>
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Sequence number: 1

Author:

Subject: #312-3

Date: 3/16/2007 2:21:01 PM

T The Corps has determined that the 3.5-ft raise will not increase surface water elevation above current operations. Therefore, new embankments are no longer a part of the Preferred Alternative.

Sequence number: 2

Author:

Subject: #312-2

Date: 3/14/2007 5:18:06 PM

T Both options, including an earthen raise and concrete parapet walls, are still being considered for the raise portion of the project. The Corps will not make a final decision on which option will be selected for construction until more detailed design information is available. Supplemental environmental compliance documentation will be completed as necessary.

Sequence number: 3

Author:

Subject: #312-4

Date: 3/16/2007 2:19:54 PM

T Partner Agencies have determined that Folsom Point would remain open during construction and would therefore reduce the recreation impacts discussed in the Draft EIS/EIR. Borrow areas around Beal's Point have been removed from consideration under the preferred alternative (See Chapter 2 of Final EIS/EIR). All damaged areas will be restored as discussed in Section 2.5 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #312-5

Date: 3/15/2007 6:02:45 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

	<p>new boat ramp, parking and additional picnic sites, including group picnic sites. DPR believes that the provision of additional new recreation facilities could serve to help mitigate the loss of recreation use.</p> <p><u>Recommendation:</u> [#312-4 Recreation mitigation] To the extent that Folsom Point is utilized as a construction staging or materials processing area which results in a loss of recreation access and use, DPR believes the federal agencies have an obligation to mitigate the loss of recreation use. One option to provide such mitigation is to enhance the existing facilities or convert staging areas into additional recreation facilities following construction. This might include extending the existing boat ramp, rehabilitating the existing picnic facilities and/or creating a second boat ramp and additional picnic facilities.</p> <p><u>Beal's Point</u> Beal's Point would also be utilized as a primary staging area for contractor offices, parking, material processing and staging, stockpiling of borrow material and concrete production. The document indicates that portions of Beal's Point would be occupied by construction staging activities from 3 to 6 years and would result in approximately 40,000 to 673,000 lost recreation visits.</p> <p>About 220,000 visitors recreate at Beal's Point annually which generates about \$447,000 in user fees annually. Recreation use of Beal's Point may be less desirable because of construction activity, traffic and noise.</p> <p>Similar to the situation at Folsom Point, based on previous discussions with Reclamation, DPR understood that Reclamation was considering filling a shallow portion of the Reservoir on the south side of Beal's Point to create additional area for staging and material processing.</p> <p><u>Recommendation:</u> [#312-5 Beal's Point Site Use Consultation] DPR would like to be consulted regarding the exact location of the staging areas. To the extent that Beal's Point is utilized as a construction staging or materials processing area which results in a loss of recreation access and use, DPR believes the federal agencies have an obligation to mitigate the loss of recreation use. DPR has recommends that following construction activities, Reclamation should contour and convert this proposed material processing and construction staging area into additional parking, picnic sites and other day use recreation facilities. DPR believes that the provision of additional new recreation facilities could serve to help mitigate the loss of recreation use.</p> <p><u>Granite Bay</u> Construction staging areas at Granite Bay to support a variety of activities depending upon the Alternative including: contractor offices; parking; borrow site excavation; construction at Dikes 1, 2, 3; material processing, stock piling and storage. From the document it is difficult to determine exactly where the staging areas are planned.</p> <p>Granite Bay is the most heavily used recreation use area within the SRA. Annual use at Granite Bay is approximately 508,000 visitors which generates \$1.6 million in revenues from user fees annually.</p> <p><u>Recommendation:</u> [#312-6 Granite Bay Recreation mitigation] Locate construction staging areas so they avoid or minimize impacts to recreation access or use. DPR would like to be consulted regarding the exact location of the staging areas. To the extent that Granite</p>
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Sequence number: 1

Author:

Subject: #312-6

Date: 3/15/2007 12:52:28 PM

T Granite Bay Mitigation – At present, the Project Agencies do not plan to use the Granite Bay recreation area for construction staging. The Corps will not make a final decision on which raise alternative will be selected for construction until more detailed design information is available. Once a design is chosen, supplemental environmental compliance documentation will be completed as necessary to analyze the impacts related to that design. Appropriate mitigation measures cannot be developed until a final design is determined, and the impacts are known.

Sequence number: 2

Author:

Subject: #312-5

Date: 3/16/2007 8:26:24 AM

T The locations for all potential staging areas have been identified. All staging areas had to be identified early in the process in order to survey them for biological and cultural resources, and to determine, in general, if they were suitable for project purposes. Chapter 2 of the Final EIS/EIR contains a description of the project and maps outlining the contractor use and staging areas, and other construction zones.

Section 2.5 in Chapter 2 of the Final EIS/EIR provides the mitigation measures for the project. DPR will be provided an opportunity to review the Recreation Mitigation Plan for the project prior to construction.

Sequence number: 3

Author:

Subject: #312-4

Date: 3/15/2007 6:02:54 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

	<p>Bay is utilized as a construction staging, borrow site or materials processing area which results in a loss of recreation access and use, DPR believes the federal agencies have an obligation to mitigate the loss of recreation use.</p> <p><u>Morrison Island Auxiliary Dam (MIAD)</u> The entire area around MIAD is proposed as a construction zone, construction staging area or potential borrow site. The top of MIAD is utilized as a trail connecting Folsom Point to the trail to Browns Ravine. There is an existing parking area on the eastern side of MIAD for trail users which accommodates about 30 vehicles. This parking lot is regularly used by trail users. It appears that the construction or staging area will encompass the parking lot.</p> <p><u>Recommendation:</u> [312-7 MIAD Recreation mitigation] If the parking lot and trail connections are obliterated due to construction or staging activities, this parking lot will need to be replaced. DPR would like to consult with the lead agencies regarding the replacement of this parking lot. To the extent construction activities result in a loss of recreation access and use, DPR believes the federal agencies have an obligation to mitigate the loss of recreation use.</p> <p><u>Right Wing Dam</u> DPR has a maintenance yard, storage buildings, State Park Ranger offices and other facilities adjacent to the right wing dam. It is also possible that activities in this area may impact the paved bike path which crosses this area and connects from Lake Natoma to Beal's Point.</p> <p><u>Recommendation:</u> [312-8 RWD Recreation mitigation] Avoid impacts to the above DPR facilities or mitigate any impacts by replacing these facilities as needed.</p> <p>The proposed staging area just south of Hinkle Reservoir appears to occupy an area that is proposed for the new entrance to Reclamation/DPR administrative offices and facilities as part of the new Folsom Dam Bridge Project. This area is also the locations where the American River Water Education Center (ARWEC) and DPR's public contact station are proposed to be relocated as part of the Bridge project.</p> <p><u>Left Wing Dam</u> Activities at the left wing dam do not appear to conflict with existing public use. However, at one time Observation Point (paved parking area on the east side of the left wing dam) was a popular public day use facility. This facility has been closed due to security concerns. The project will occupy this site for many years, if not permanently. Observation Point has perhaps the most dramatic view of Folsom Lake.</p> <p><u>Recommendation:</u> [312-9 LWD Recreation mitigation] Reclamation and the Corps should mitigate the loss of Observation Point to future public use.</p> <p><u>Borrow Sites</u></p>
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Sequence number: 1

Author:

Subject: #312-7

Date: 3/16/2007 1:28:55 PM

T The existing parking lot at MIAD will most likely fall within the enlarged footprint of MIAD. As described in the Draft EIS/EIR, if the parking lot is damaged or inaccessible after construction, then Reclamation will replace the parking lot "In kind". It is more than likely that one or more of the designated staging areas for the work at MIAD will be utilized for parking and access to MIAD for recreational activities. Reclamation will coordinate with DPR on the location and configuration of a post-construction parking lot if mitigation is necessary.

Sequence number: 2

Author:

Subject: #312-8

Date: 3/16/2007 1:29:39 PM

T The two proposed staging areas downstream of the Right Wing Dam that were in the vicinity of the American River Water Education Center and the new DPR facilities have been removed from consideration due to environmental considerations. Please see Section 2.2 of the Final EIS/EIR for additional information.

Sequence number: 3

Author:

Subject: #312-9

Date: 3/14/2007 4:58:01 PM

T The impact of closing the Folsom Dam Road, which included the closure of the Observation Point parking lot, was analyzed in the Folsom Dam Road Access Restriction EIS. The impacts of that action are not discussed in this environmental document for this project, and no mitigation is proposed. Any mitigation related to the closure of the Observation Point for this project would be considered an "Enhancement", which is not authorized under the Safety of Dams Act. The status of Observation Point is now considered to be an "Existing Condition", which does not require Reclamation or the Corps to mitigate for the loss of that area for public use.

	<p><u>Folsom Point</u> Borrow material would be excavated from the along the shoreline all around Folsom Point.</p> <p><u>Recommendation:</u> #312-10 Folsom Point mitigation] DPR believes that borrow site excavation could be conducted in a manner that improved some recreation facilities. This might include extending existing boat ramps, developing an additional boat ramp, or contouring shoreline areas for use as a beach area. In order for these types of benefits to be realized, DPR believes the contouring needs to be coordinated with the mitigation ideas proposed for Folsom Point in 2.2.4.11 above. We believe, as partial mitigation for the loss of recreation use, the lead agencies could complete improvements to recreation facilities at Folsom Point.</p> <p><u>Granite Bay</u> In Alternatives 4 and 5 it appears borrow excavation would occur in the north portion of this recreation area. It appears that the excavation may include the area of Main Granite Beach, which is a primary attraction and one of the most heavily used portions of Granite Bay.</p> <p><u>Recommendation:</u> #312-11 Granite Bay mitigation] DPR would like to avoid or minimize impacts to Main Granite Beach and the other primary recreation use facilities at Granite Bay during the summer use season. To the extent construction activities result in a loss of recreation access and use, DPR believes the federal agencies have an obligation to mitigate the loss of recreation use. One opportunity to partially mitigate this impact is to contour the area along main Granite Beach in a manner which will improve the beach area and water access at a variety of lake levels. DPR would like to consult with the lead agencies on opportunities to contour this area following excavation activities.</p> <p><u>Beal's Point</u> Borrow material would be excavated from the along the shoreline on the north side of Beal's Point. The area along the north side of Beal's Point is utilized as a beach and swim area.</p> <p><u>Recommendation:</u> #312-12 Beal's Point mitigation] To the extent construction activities result in a loss of recreation access and use, DPR believes the federal agencies have an obligation to mitigate the loss of recreation use. One opportunity to partially mitigate this impact is to contour the area on the north side of the Beal's Point in a manner which will improve the beach use area and potentially import sand. DPR would like to consult with the lead agencies on opportunities to contour the area around Beal's Point following excavation activities.</p> <p><u>MIAD (Left Abutment)</u> In Alternatives 4 and 5 it appears borrow excavation would occur in the area between the northeast end of MIAD and Brown's Ravine. Brown's Ravine is the location of the Folsom Lake Marina and one of the most heavily used recreation use areas within the SRA. The marina is operated by a concessionaire. It is possible that borrow excavation could benefit the marina operation by increasing the depth of the marina basin. However, this would need to be coordinated with DPR and the marina operator. From the figures in the document it appears that the excavation would be focused on the shoreline along the south side of Browns Ravine and may well not</p>
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Sequence number: 1

Author:

Subject: #312-10

Date: 2/20/2007 11:15:46 AM -08'00'

T Once all of the borrow material has been excavated at any borrow site, the area will be recontoured as closely as possible to its original condition. Reclamation will partner with DPR to discuss how the area will be recontoured; however, Reclamation is not authorized under the Safety of Dams Act to provide enhancements.

Sequence number: 2

Author:

Subject: #312-11

Date: 3/15/2007 3:39:29 PM

T There are no plans under the Preferred Alternative to use Granite Bay or to take borrow from the vicinity of Granite Bay.

Sequence number: 3

Author:

Subject: #312-12

Date: 2/20/2007 11:17:26 AM -08'00'

T Once all of the borrow material has been excavated at any borrow site, the area will be recontoured as closely as possible to its original condition. Reclamation will partner with DPR to discuss how the area will be recontoured; however, Reclamation is not authorized under the Safety of Dams Act to provide enhancements.

		<p>benefit marina operations. The point of land between Brown's Ravine and MIAD is an undeveloped portion of the SRA with excellent habitat values due to the State land adjacent to the federal lands in this area. DPR is concerned about impacts to upland vegetation and habitat from the borrow excavation.</p> <p>Recommendation: #312-13 MIAD mitigation] Keep borrow excavation activities, including hauling materials, below the 466' elevation, to avoid impacts to upland native vegetation, habitat and wildlife. To the extent construction activities result in a loss of recreation access and use, DPR believes the federal agencies have an obligation to mitigate the loss of recreation use.</p> <p>Disposal of Excess Materials and In-reservoir Fill</p> <p>The document indicates between 1 million and 2.5 million cubic yards of excess material could be permanently disposed of at several locations including, Dike 7, Folsom Point and Beal's Point. Alternative 3 proposes permanent disposal of up to 500,000 cubic yards of material at Dike 7 alone. DPR has already provided ideas on how this excess material could be located, contoured and rehabilitated to provide improved or new finished recreation facilities at Beal's Point and Folsom Point to help mitigate the loss of recreation use and impacts to recreation use in these areas.</p> <p>With the exception of a trail discussed immediately below, DPR is not interested in creating additional recreation facilities in the vicinity of Dike 7 at this time.</p> <p>Recommendation: #312-14 Dike 7 mitigation] At Dike 7, other than the provision for the trail, DPR recommends that any excess spoil material be contoured to match the existing natural upland areas and re-vegetated and restored as blue oak woodland or oak savanna or some similar native plant community. Contouring the shoreline and finishing the new shoreline with material suitable for informal beach use would also be useful.</p> <p>Development of Internal Roadways</p> <p>Internal haul roads are proposed for several locations within the project area, including between Dike 7 and Folsom Point. DPR presumes this haul route would be above the 466' elevation. The new draft General Plan/Resource Management Plan for Folsom Lake SRA provides direction for the development of a paved multi-use trail between Dike 7 and Folsom Point (and continuing across MIAD to the intersection of Green Valley Road and Sophia Parkway). This same paved bike route is identified in the City of Folsom Bikeway Master Plan as it connects to City bike trails.</p> <p>Recommendation: #312-15 Dike 7 to Folsom Point mitigation] For all internal haul routes, to the extent feasible, avoid removal of native oak trees. DPR recommends that following construction activities, the lead agencies convert the proposed haul route between Dike 7 and Folsom Point into a paved bike path that would continue across MIAD to the intersection of Green Valley Road and Sophia Parkway. DPR believes the federal agencies have an obligation to mitigate the loss of recreation use at Folsom Point and that providing a finished paved multi-use trail from Dike 7 to Folsom Point would serve as partial mitigation for the project impacts to recreation use and access.</p> <p>2.2.4.13 Security Features</p>
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Sequence number: 1

Author:

Subject: #312-15

Date: 3/16/2007 1:34:13 PM

T Reclamation and the Corps designed proposed haul routes to avoid as much vegetation as possible. For habitat that could not be avoided, Reclamation and the Corps are mitigating per the USFWS recommendations in the Fish and Wildlife Coordination Act Report (See Appendix E of the Final EIS/EIR).

Once construction has been completed, it may be feasible to leave reduced-width haul routes in place that could be converted to formal bike paths by DPR. Reclamation and the Corps cannot create or pave new bike paths, as that would be considered an improvement, which is not permitted under the Safety of Dams Act.

Additionally, the project agencies have determined that Folsom Point would remain open during the peak recreation season; therefore impacts to Folsom Point addressed in the Draft EIS/EIR would be reduced.

Sequence number: 2

Author:

Subject: #312-14

Date: 3/16/2007 8:59:27 AM

T Reclamation may permanently stockpile 500,000 cubic yards of material at Dike 7. If feasible, the area will re-contoured to be stable and consistent with adjacent areas; however it is highly likely that the amount of material deposited at Dike 7 will limit the ability of Reclamation and the Corps to return the area to its original configuration. Reclamation and the Corps believe that it will be problematic to re-vegetate the area once construction is complete, due to the depth and nature of the material stockpiled at the site.

Sequence number: 3

Author:

Subject: #312-13

Date: 3/16/2007 9:00:19 AM

T Nearly all of the vegetation located within the band of elevation that the reservoir normally fluctuates in, up to 480.5 ft, has been lost over the 50 years that the reservoir has been in operation. Since there will be construction occurring year-round, the majority of the in-reservoir haul routes are located above 466-ft elevation to allow for construction traffic when the reservoir elevation is above, at, or below 466 ft. The haul routes to the borrow areas are generally from 425 to 466 ft to allow for borrow activities. In order to have access to all of the construction sites year-round, it has been necessary to establish haul routes in areas that have been vegetated. All habitat impacts from the construction of haul routes has been quantified and mitigation has been developed per the USFWS recommendations in the Fish and Wildlife Coordination Act Report (See Appendix E of the Final EIS/EIR).

	<p><u>Security Cameras</u> Security cameras installed on 30-foot steel towers are proposed at each end of Dikes 4, 5, 6, 7, MIAD and at Beal's Point. Specific locations of these camera towers are not indicated in the document. DPR is concerned about the potential impact of the towers and bases on the trails across the top of the dams and dikes and the connections to other trails. DPR is also concerned about the visual impact of the towers on recreation use and on views within Folsom Lake SRA.</p> <p>Prior to these security measures being included in this Dam Safety/Flood Damage Reduction DEIS/DEIR, DPR staff made site visits with Reclamation staff to provide input on the specific locations of these towers. This includes the tower location at Beal's Point, for which DPR has provided specific recommendations regarding the location of this tower to minimize the visual impact on recreation visitors at the Beal's Point day use facilities. DPR hopes this information has not been lost in the process.</p> <p><u>Recommendation:</u> #312-16 Security mitigation] Site the camera towers so they do not interfere with the trails across MIAD and Dikes 4, 5, 6 and connections to these trails. Site the camera towers so the impact to the visual resources and views of the Folsom Lake and the SRA are avoided or minimized. Consult with DPR staff regarding the specific location of camera towers.</p> <p><u>Vehicle Barriers and Gates</u> Various types of vehicle barriers and gates are proposed for MIAD and the various dikes. Because system trails within the SRA utilize the top of MIAD and the dikes DPR requests that adequate pass-through openings are provided for trail users, including pedestrians, equestrians and bicyclists towing trailers. The existing bollard system installed over the past several years was installed without providing adequate pass-through openings for trail users. This lack of adequate pass through openings with the existing bollards has caused numerous complaints from trail users.</p> <p><u>Recommendation:</u> #312-17 Security mitigation] Ensure that a 60-inch wide opening, with even tread, is provided at the location of all vehicle barriers and gates on dikes and dams that are utilized as trails.</p> <p><u>Power for Security Components</u> Power lines are proposed for all security feature locations needing power including the vehicle barriers and cameras. DPR believes that installing power lines on towers or poles along the top of the dikes and dams would be a significant impact to visual resources within Folsom Lake SRA.</p> <p><u>Recommendation:</u> #312-18 Security mitigation] DPR recommendation is that power lines be installed underground. If that is not possible our second preference is for power lines to be installed on poles along the downstream toe of the dikes and dams, out of the way of any trails or other recreation facilities, to minimize the visual impact.</p> <p><u>Project Lighting</u> The project proposes lighting to be installed to support monitoring of the barrier system. DPR presumes this is permanent lighting. No further detail is provided regarding this lighting. DPR is concerned that such lighting will be a visual impact, could further impact the</p>
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Sequence number: 1

Author:

Subject: #312-16

Date: 3/14/2007 5:05:02 PM

T The location of the base and camera are sited to maximize security of the dike areas. Reclamation has positioned the base of the towers to avoid interfering with the trails on top of the dikes to the extent possible. The visual impact of the placement of the base and camera to the overall viewshed of the reservoir is minimal and unavoidable. Reclamation has consulted with DPR on the placement of the base and camera at Beal's Point. The placement of the rest of the cameras will be determined by Reclamation's security office. If there is an opportunity for some flexibility in the placement, then Reclamation will consider DPR's preferred location for the equipment.

Sequence number: 2

Author:

Subject: #312-18

Date: 3/15/2007 12:56:18 PM

T Power for the upgraded security features will be supplied through buried power lines.

Sequence number: 3

Author:

Subject: #312-17

Date: 3/14/2007 5:05:36 PM

T The width of the opening will be determined by Reclamation's security requirements. The space between the security features will allow for bicycle, equestrian and foot traffic.

	<p>night sky and might affect the nocturnal habitat of wildlife. The details and potential impacts of this lighting are not adequately discussed or analyzed in the environmental document.</p> <p><u>Recommendation:</u> <input type="checkbox"/> #312-19 Security mitigation] Any permanent lighting should be of the minimum intensity required, should be hooded and downward directed to prevent impacts to the night sky and nocturnal wildlife.</p> <p><u>Alternatives</u> <input type="checkbox"/> #312-20 PD alternatives] DPR supports the project objectives of increasing dam safety and reducing flood damage. DPR request that the lead agencies select project alternatives which achieve project objectives while minimizing the impacts to recreation use and facilities, natural and cultural resources at Folsom Lake SRA. DPR believes the alternatives which include raising the dams and dikes, particularly the 7-foot and 17-foot raises, will greatly increase the impacts to the recreation use and resources within the SRA.</p> <p><u>Chapter 3 - Affected Environment, Impacts Analyses, and Mitigation Measures</u> <input type="checkbox"/> #312-21 Veg and Wildlife mitigation for inundation] 3.5 Terrestrial Vegetation and Wildlife The document identifies impacts to vegetation and wildlife from both construction related activities and from inundation caused by emergency flood retention. With regards to the latter, it appears the approach (BIO-8, page 3.5-52) is to wait until an inundation occurs, then to survey the damage and determine the appropriate mitigation at that time. DPR has concerns with this approach. Temporary inundation may not kill oak trees outright immediately, but could cause root damage which causes oak trees to deteriorate over time and may make trees more susceptible to wind fall or insect damage. A single survey, or even a survey over several years, may not adequately capture the damage caused by a temporary inundation.</p> <p><u>3.5.4 Mitigation Measures</u> DPR has suggested to the lead agencies and to the USFWS that our preference for mitigation of oak woodlands and other habitat requiring mitigation, whether from construction related impacts or inundation, is to purchase of lands contiguous to Folsom Lake SRA which contain suitable quantity and quality of habitat value to meet the mitigation requirements. DPR understands that regulatory agency preference may be to create additional habitat through planning versus the purchase of mature habitat, such as the properties with mature blue oak woodlands that DPR has previously informally identified. DPR does not understand the logic of the lead or regulatory agencies in this matter. It would seem that mature oak woodlands would have a much higher habitat value than newly planted oak trees or other vegetation. The document acknowledges that development within the vicinity of Folsom Reservoir has created barriers to animal movement and migration. Purchasing lands contiguous to the SRA with high quality habitat which have the potential for development would not only add habitat value to the SRA it would also serve to help retain the habitat value of existing public lands within the SRA by preventing further barriers to animal movement and migration</p> <p><u>Recommendation:</u> <input type="checkbox"/> #312-22 Veg and Wildlife mitigation oak woodlands] Purchase lands contiguous to Folsom Lake SRA which contain suitable quantity and quality of habitat value to meet the mitigation requirements. DPR has specifically identified for the lead and regulatory agencies potential properties which might meet some of these mitigations needs.</p>
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Sequence number: 1

Author:

Subject: #312-22

Date: 2/20/2007 11:23:18 AM -08'00'

T Reclamation is considering all mitigation lands, including purchasing lands contiguous with the Folsom Lake SRA.

Sequence number: 2

Author:

Subject: #312-21

Date: 3/16/2007 1:37:37 PM

T There are no plans under the Preferred Alternative to increase reservoir level beyond current operations. Therefore, there will be no impact to vegetation surrounding the reservoir.

Until a decision has been made to implement the 3.5-ft raise, and a subsequent environmental document is produced, existing conditions for the project includes inundation up to 480.5 ft in elevation. The project as currently described, without a dam raise, will not have impacts above 480.5 ft. To a large extent, the area up to 480.5 ft is denuded due to normal reservation fluctuations.

Mitigation measure Bio-8 has been removed from the EIS/EIR contingent upon the Corps decision regarding the 3.5-ft raise.

Sequence number: 3

Author:

Subject: #312-19

Date: 3/14/2007 5:10:00 PM

T The intensity of any lighting associated with the security upgrades will need to meet with all security requirements; however, Reclamation will fully consider the use of the lowest intensity that meets these requirements. All lights will be directed downward to the extent practical.

Sequence number: 4

Author:

Subject: #312-20

Date: 3/14/2007 5:12:53 PM

T Reclamation and the Corps have worked to avoid or minimize project impacts to all resources within the project footprint. Alternative 3 is the preferred alternative. As described in Chapter 2 of the Final EIS/EIR, recent refinements to the project description have resulted in certain impacts associated with Alternative 3 to be substantially reduced compared to those identified in the Draft EIS/EIR. Those project refinements and impact reductions are largely in direct response to comments received on the Draft EIS/EIR. The 7-ft, and the 17-ft raise alternatives are no longer being considered, as discussed in Chapter 2 of the Final EIS/EIR.

<p>The document identifies mitigation measures for replacement of a variety of habitat types that will be impacted by the project, including riparian vegetation, oak woodlands and wetlands (BIO 10 and VEG-1-4). The document does not specify where this mitigation will occur and DPR is concerned about the specific location. DPR has two concerns, first that the mitigation does not impact or replace an existing viable habitat, with a mitigation habitat. DPR does not believe that this necessarily results in a net benefit to the natural environment, but merely results in the loss of one habitat for the sake of another. Secondly, DPR is generally concerned that locations for habitat mitigation do not conflict with existing or proposed future recreation facilities and uses within the SRA. Future recreation facilities and uses are described in the Draft General Plan/Resource Management Plan for Folsom Lake SRA.</p> <p><u>Recommendation:</u> #312-23 Wildlife habitat mitigation] DPR requests that the federal agencies avoid implementing habitat mitigation sites in areas which have existing viable native habitat (even though it may be compromised by exotics or other impacts) such as blue oak woodlands and savanna, areas with remnants of native grasslands and riparian areas. DPR also requests that the federal agencies specifically avoid mitigation sites in areas where existing recreation use and facilities exist or locations where future recreation use and facilities might be located (as identified in the updated General Plan/Resource Management Plan). DPR would like to be consulted on any proposed mitigation sites within Folsom Lake SRA.</p> <p><u>INV-1b – 1e (page 3.5-53)</u> These mitigation measures refer to conservation areas where transplanting or planting of elderberry shrubs and associated plant species will occur. The document does not specify where these conservations are located.</p> <p><u>Recommendation:</u> #312-24 Veg and Wildlife elderberry mitigation] DPR requests that the federal agencies specifically avoid creating elderberry mitigation sites in areas within Folsom Lake SRA which might conflict with existing recreation use and facilities exist or locations where future recreation use or facilities might be located (as identified in the updated Draft General Plan/Resource Management Plan). Focus any habitat mitigation on heavily disturbed areas which do not provide any valuable existing native habitat. DPR would like to be consulted on any proposed mitigation sites within Folsom Lake SRA.</p> <p>3.7 Visual Resources</p> <p>#312-25 Visual parapet walls graffiti] Construction of parapet walls – Alternatives 2, 3 (pages 3.7-21&22) DPR has previously expressed that the concrete parapet wall will be a visual impediment to views of the Lake, may impede recreation access to trails on the tops of the dikes and dams and will likely be a target for graffiti. The DEIS/DEIR does not analyze the potential a parapet wall creates for graffiti or the visual impact of this eventuality. The DEIS/DEIR claims the visual impact of the parapet wall is a significant but unavoidable impact. DPR believes this is incorrect. This impact can be avoided by selecting the conventional earthenfill raise as the option to increase the height of the dams and dikes.</p> <p><u>Implementation of Security Measures</u> The document contends that the implementation of the security measures, including 30-foot camera towers, permanent lighting and power poles and lines at Dikes 4, 5, 6, 7, Folsom Point and MIAD would result in less than significant impacts to visual resources. There is no substantive evidence or analysis provided in the environmental analysis regarding the permanent visual impact of the towers, lights and lines. The document does not even identify specifically where towers would be located or if the lines would be</p>	
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Sequence number: 1

Author:

Subject: #312-24

Date: 3/14/2007 5:15:56 PM

T Reclamation will continue to coordinate with DPR and other agencies as appropriate, to determine which areas on Reclamation owned land will be selected as mitigation sites. Mitigation for this species is not being proposed by either agency to occur within Folsom Lake or contiguous areas.

Sequence number: 2

Author:

Subject: #312-23

Date: 3/16/2007 1:36:32 PM

T Reclamation will continue to coordinate with DPR and other agencies as appropriate, to determine which areas on Reclamation-owned lands will be selected as mitigation sites.

Sequence number: 3

Author:

Subject: #312-25

Date: 3/14/2007 5:18:45 PM

T Both options, including an earthen raise and concrete parapet walls, are still being considered for the raise portion of the project. The Corps will not make a final decision on which option will be selected for construction until more detailed design information is available. Supplemental environmental compliance documentation will be completed as necessary.

	<p>underground, at the toe of the dams and dikes or on top of the dams and dikes. The specific location of these facilities has everything to do with the level of impact they will have on the visual resources of Folsom Lake SRA.</p> <p>Recommendation: #312-26 Security impacts analysis] DPR believes the environmental analysis for this aspect of the project is entirely inadequate and that once the specific location of these facilities is determined, supplemental environmental analysis should be conducted.</p> <p>Unlike Chapter 3.5, the Visual Resources Chapter (3.7) does not analyze the potential impacts of inundation caused by emergency flood retention, only construction related impacts. DPR does not understand why this aspect of the project is analyzed for some resource areas and not others. DPR believes that the potential impact on visual quality of an emergency inundation could be substantial. Inundation could result in a band of dead or dying vegetation for many years following inundation.</p> <p>Recommendation: #312-27 Inundation Impacts Analysis] DPR believes the potential impact of an emergency inundation on visual resources should be analyzed and that the environmental analysis is insufficient without it.</p> <p>3.9 Transportation and Circulation DPR believes that displaced recreation use from Folsom Point could increase traffic and circulation impacts at Beal's Point and Granite Bay which already experience in congestion and back ups on adjacent roadways during peak use periods. Additionally, construction related traffic will exacerbate congestion at these locations.</p> <p>Recommendation: #312-28 Recreation Traffic mitigation] DPR believes that widening the entrance roads into Beal's Point and Granite Bay and adding lanes for both entering and exiting these entrance stations will help mitigate these impacts. Adding an improved turn around to keep traffic circulating when these recreation areas reach capacity and gates are closed, should also be part of the entrance improvements. DPR would like to work with the lead agencies to determine how to re-configure and improve the entrances to both Beal's Point and Granite Bay to help mitigate these impacts.</p> <p>3.10 Noise</p> <p>Sensitive Receptors – Figure 3.10-2 Six locations are identified as sensitive receptors for construction related noise impacts. All of these six sensitive receptors are located outside of the Folsom Lake SRA boundary. DPR understands the concern with noise impacts on adjacent residential areas.</p> <p>#312-29 Noise campgrounds] However, DPR does not understand why the campground at Beal's Point, both the family (tent) campground and the RV campground, were not considered as sensitive receptors for noise impacts. Several large construction staging areas and material processing operations are proposed to be located immediately adjacent to these campgrounds. Blasting, trucks, rock crushing, excavation and other construction activities will occur in close proximity to these campgrounds. Campgrounds can be legally occupied for overnight use by recreation visitors for up to 30 days per calendar year.</p>	
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Sequence number: 1
Author:
Subject: #312-27
Date: 3/15/2007 3:44:13 PM

T The Preferred Alternative will not include a raise of the reservoir water elevation beyond that of current operations. Therefore there will be no impact to visual resources.

Sequence number: 2
Author:
Subject: #312-28
Date: 3/15/2007 11:41:55 AM

T Reclamation does not concur with the need for improved entrances for Beal's Point and Granite Bay. Those areas would be filled to capacity regardless of whether or not the project was constructed, and any modifications to the site that would allow for increased traffic capacity would be considered an improvement for existing conditions and not necessarily for project impacts. In order to mitigate many of the issues described above, Reclamation has scheduled construction on the Right Wing Dam, and Dikes 4 through 6 during the off season for recreation from approximately mid-September to May 1. If it is determined that construction needs to run concurrently with the peak recreation season, Reclamation will work with their managing partner to avoid, minimize, or mitigate the impacts associated with construction. See Section 4.3.9 in Chapter 4 of the Final EIS/EIR for more information.

Sequence number: 3
Author:
Subject: #312-26
Date: 3/16/2007 1:38:11 PM

T While the exact locations for placement of all of the security upgrade features is not yet determined, the general location of the feature is provided in the EIS/EIR and is addressed accordingly. This approach is adequate and appropriate for a programmatic level of planning and analysis, recognizing that, as the commentor points out, supplemental environmental documentation will be completed at more detailed levels of project planning. The locations of the features are generally determined by their function, which limits the flexibility of their location. Reclamation spent considerable time analyzing the impacts of the security upgrades to environmental resources, visual resources, recreation, and aesthetic resources. The impacts from the security upgrade features to environmental resources are minimal and after mitigation, will be reduced to a less than significant level. Reclamation is confident that their assessment of the impacts as related to the security upgrades, is accurate and comprehensive.

Sequence number: 4
Author:
Subject: #312-29
Date: 3/16/2007 8:55:38 AM

T Campground Noise Sensitive Receptor - It is anticipated that during the more than two years of construction activities at Beal's Point that construction noise impacts will be significant, as acknowledged on page 3.10-26 of the Draft EIS/EIR. However, since the issuance of the Draft EIS/EIR, the Bureau of Reclamation plans to restrict excavation activity to the daytime (7:00 AM to 7:00 PM) and to reduce materials processing operations. Therefore, the projected construction daytime and nighttime noise impacts will be further reduced. In addition to the noise mitigation measures presented in Section 3.10.3 of the Draft EIS/EIR, the following additional mitigation measures will be evaluated for the campground area:

- Limit excavation activities to off-season periods as much as possible.
- Locate construction staging areas and materials processing as far from the campground as feasibly possible.
- Locate the access and egress for haul trucks as far from the campground as feasibly possible.
- Design the construction site to minimize haul trucks from backing up to minimize backup alarm noise.

		<p>underground, at the toe of the dams and dikes or on top of the dams and dikes. The specific location of these facilities has everything to do with the level of impact they will have on the visual resources of Folsom Lake SRA.</p> <p><i>Recommendation:</i> [#312-26 Security impacts analysis] DPR believes the environmental analysis for this aspect of the project is entirely inadequate and that once the specific location of these facilities is determined, supplemental environmental analysis should be conducted.</p> <p>Unlike Chapter 3.5, the Visual Resources Chapter (3.7) does not analyze the potential impacts of inundation caused by emergency flood retention, only construction related impacts. DPR does not understand why this aspect of the project is analyzed for some resource areas and not others. DPR believes that the potential impact on visual quality of an emergency inundation could be substantial. Inundation could result in a band of dead or dying vegetation for many years following inundation.</p> <p><i>Recommendation:</i> [#312-27 Inundation Impacts Analysis] DPR believes the potential impact of an emergency inundation on visual resources should be analyzed and that the environmental analysis is insufficient without it.</p> <p>3.9 Transportation and Circulation DPR believes that displaced recreation use from Folsom Point could increase traffic and circulation impacts at Beal's Point and Granite Bay which already experience in congestion and back ups on adjacent roadways during peak use periods. Additionally, construction related traffic will exacerbate congestion at these locations.</p> <p><i>Recommendation:</i> [#312-28 Recreation Traffic mitigation] DPR believes that widening the entrance roads into Beal's Point and Granite Bay and adding lanes for both entering and exiting these entrance stations will help mitigate these impacts. Adding an improved turn around to keep traffic circulating when these recreation areas reach capacity and gates are closed, should also be part of the entrance improvements. DPR would like to work with the lead agencies to determine how to re-configure and improve the entrances to both Beal's Point and Granite Bay to help mitigate these impacts.</p> <p>3.10 Noise</p> <p>Sensitive Receptors – Figure 3.10-2 Six locations are identified as sensitive receptors for construction related noise impacts. All of these six sensitive receptors are located outside of the Folsom Lake SRA boundary. DPR understands the concern with noise impacts on adjacent residential areas.</p> <p>[#312-29 Noise campgrounds] However, DPR does not understand why the campground at Beal's Point, both the family (tent) campground and the RV campground, were not considered as sensitive receptors for noise impacts. Several large construction staging areas and material processing operations are proposed to be located immediately adjacent to these campgrounds. Blasting, trucks, rock crushing, excavation and other construction activities will occur in close proximity to these campgrounds. Campgrounds can be legally occupied for overnight use by recreation visitors for up to 30 days per calendar year.</p>
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Work with the Contractor's noise consultant to strategize on noise control measures to minimize construction noise impacts for campers.

	<p>These same construction activities and noise impacts will also occur immediately adjacent to many day use recreation facilities and activities. It does not appear that the environmental analysis considers the impacts of construction related noise on any of these recreation uses or facilities. DPR believes construction related noise will significantly impact recreation use at the Beal's Point Campground and result in a substantial loss of use at the Campground.</p> <p><u>3.13 Recreation</u> <input checked="" type="checkbox"/> #312-30 Recreation Use Mitigation] DPR believes the document identifies many of the construction-related impacts to recreation use and facilities but does not adequately mitigate the loss of recreation use.</p> <p><u>3.13.1.2 Regulatory Setting</u> <input checked="" type="checkbox"/> #312-31 Recreation existing conditions] DPR does not believe the document (page 3.13-1) accurately describes the land ownership or management situation at Folsom Lake SRA. While Reclamation does own the lands immediately adjacent to Folsom Reservoir and Lake Natoma, the State of California owns 2243 acres of land contiguous to the federal land and this State-owned land is also part of Folsom Lake SRA. This includes lands around portions of both reservoirs and is not limited to lands associated with the Jedediah Smith Memorial Bike Trail. The State owns substantial acreage in the Granite Bay area, the Peninsula, between Mormon Island Cove and Brown's Ravine, the Rattlesnake Bar area, near Old Salmon Falls and at various locations around Lake Natoma.</p> <p>The purpose of the long-term lease agreement is much broader than solely managing recreation, the lease agreement states that the purpose of the agreement is for developing, administering and maintaining the area as a State park. This involves more than managing recreation and DPR management activities include natural and cultural resource management and protection, public health and safety, law enforcement and a variety of other activities. The existing 50-year lease expired in the spring of 2006. DPR and Reclamation have extended this lease by mutual agreement on a month to month basis. Both agencies are working on developing a new long-term agreement.</p> <p><u>3.13.4 Mitigation Measures</u> <input checked="" type="checkbox"/> #312- 32 Recreation mitigation] DPR does not believe the proposed mitigation measures adequately mitigate the loss of recreation use and access which is documented for the various alternatives in this chapter. DPR believes the lead agencies have a responsibility to mitigate the loss of recreation use. DPR has previously recommended and the lead agencies have chosen to ignore a variety of additional measures which the lead agencies could take to help mitigate the loss of recreation use. DPR would like to work with the lead agencies to identify and develop specific mitigation measures to help mitigate the loss of recreation use.</p> <p><u>RC-1</u> It appears that the existing parking lot near the left abutment of MIAD will need to be replaced following project construction. Improvements could be made to this lot to help mitigate impacts to and the loss of recreation use including: paving the parking area and access road to the parking area, installing a pre-cast concrete CXT-type restroom, installing trailhead information kiosks/signboard.</p> <p><u>RC-3</u> DPR understands that based on public input to date, the lead agencies are considering options to minimize or avoid closure of Folsom Point to the extent feasible. DPR is supportive of these efforts and would like to work with the lead agencies on these options.</p> <p>DPR has already described above how construction staging areas and material processing areas could be contoured and rehabilitated</p>
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Sequence number: 1

Author:

Subject: #312-31

Date: 3/16/2007 1:38:43 PM

T This document only discusses lands that fall within the project footprint. The lands described above do not occur within the project footprint, or directly influence the project in any measurable way, and therefore, they are not included in the EIS/EIR for discussion.

Sequence number: 2

Author:

Subject: #312-30

Date: 3/14/2007 5:36:58 PM

T As described in Chapter 2 of the Final EIS/EIR, Reclamation and the Corps have recently “optimized” the project and substantially reduced project impacts to all resource areas in part by sequencing construction so that no two recreation areas are being impacted at the same time, construction has been scheduled for periods when recreation levels are lowest, and both agencies are committing to mitigating to the extent of their respective authorities.

As presented in Chapter 3 of the Final EIS/EIR, Reclamation and the Corps have reassessed all project-related impacts as a result of the recent project changes to decrease impacts. Mitigation measures are currently being developed to mitigate for those impacts. Reclamation is considering DPR’s comments and suggestions, as well as the public’s comments in the reformulation of the mitigation measures. The final mitigation measures will be included in the Record of Decision for each action by Reclamation and the Corps.

Sequence number: 3

Author:

Subject: #312-32

Date: 3/14/2007 5:37:55 PM

T See response to comment # 312-30.

<p>to provide additional or improved recreation facilities and opportunities at Folsom Point and Beal's Point. DPR believes it is appropriate for the lead agencies to provide these finished recreation facilities as part of the mitigation for the loss of recreation use and access caused by the project. In the past the lead agencies have claimed there are legal constraints which prevent them from providing improved recreation facilities as part of the mitigation for the project. These legal limitations have never been specifically identified or articulated. DPR believes there are a variety of ways which these recreation facility improvements could be achieved by the lead agencies. These potential mitigation measures, most of which could be completed at the end of project construction activities, are highlighted below:</p> <ul style="list-style-type: none"> • At Folsom Point extend the boat ramp, pave and finish the upgraded boat ramp. Repair and re-surface the existing parking lot for the boat ramp. • Rehabilitate the existing picnic area at Folsom Point. • Convert the proposed haul route between Dike 7 and Folsom Point into a paved bike path when construction was completed. • Convert the proposed construction staging and material processing area on the east side of Folsom Point into an additional boat ramp, parking, group picnic and beach area. Provide paving, parking, sand and other facilities needed to complete this work. • Convert the construction staging and material processing area to be developed on the south side of Beal's Point into additional parking, picnic sites and day use facilities. • To mitigate the loss of the boat launching facility at Folsom Point and to accommodate potential increased use of the Granite Bay boat launch, reconfigure the boat ramp complex at Granite Bay to better serve all lake levels, pave and upgrade the boat ramp facilities as needed. • Rehabilitate the picnic area and facilities at Granite Bay. • Many trails will be impacted by the project and the project will result in a loss of use on these trails. In addition to repairing trails impacted by the project, the loss of recreation use on trails should be mitigated by providing improvements to the trail system following construction. <p>RC-4 DPR has already described above how construction excavation areas could be contoured and rehabilitated to provide additional or improved recreation facilities and opportunities. DPR believes it is appropriate for the lead agencies to provide these finished recreation facilities as part of the mitigation for the loss of recreation use and access caused by the project. These potential mitigation measures, most of which could be completed at the end of project construction activities, are highlighted below:</p> <ul style="list-style-type: none"> • Excavation which widened and extended the existing boat ramp at Folsom Point could provide benefits for recreation. • Re-contour the beach area on the north side of Beal's Point beach to improve recreation access at a variety of lake levels. Provide sand and other facilities as needed to complete this work. 	
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This page contains no comments

		<ul style="list-style-type: none"> Excavation at Granite Bay could help lower and extend boat ramps to improve boating access at this site in the long term. Re-contour the beach profile at Granite Bay main beach to improve recreation access at a variety of lake levels. Provide sand and other facilities as needed to complete this work. Excavation which lowered the marina basin at Browns Ravine would benefit recreation. Additionally, construction of a new breakwater on the west side of the entrance to marina area to help protect the marina basin from the prevailing winds. <p><u>RC-6</u> This mitigation measure does not commit to making improvements to the entrance of Beal's Point and Granite Bay to mitigate the impacts of the project. DPR believes the closure of Folsom Point could result in displaced users seeking recreation access at Beal's Point (picnic facilities) and Granite Bay (boat launch and picnic facilities). The environmental document accurately states that these areas reach capacity during peak season periods. During these times traffic backs up onto Douglas Boulevard and Auburn Folsom Road. Additional recreation users displaced from Folsom Point would exacerbate this traffic impact, as will the additional construction traffic. DPR is also concerned about the additional air quality impacts of trucks and other construction equipment entering and exiting these entrance stations and the potential health impacts on employees working at the entrance booths.</p> <p><u>Recommendation:</u> #312-33 Recreation Mitigation] DPR believes that widening the entrance roads into Beal's Point and Granite Bay and adding lanes for both entering and exiting the entrance station will help mitigate these impacts. Adding an improved turn-around, in order to keep traffic circulating when these recreation areas reach capacity and gates close, should also be part of the entrance improvements. DPR would like to work with the lead agencies to determine how to re-configure and improve the entrances to both Beal's Point and Granite Bay to help mitigate these impacts.</p> <p>Unlike Chapter 3.5, the Recreation Chapter (3.13) does not analyze the potential impacts of inundation caused by emergency flood retention, only construction related impacts. DPR does not understand why this aspect of the project is analyzed for some resources and uses and not others. DPR believes that the potential impact on recreation use and facilities due to an emergency inundation could be substantial.</p> <p>Any raise of Folsom Dam for flood control purposes and subsequent reservoir operations utilizing the additional surcharge space, have the potential to impact recreation facilities at Folsom Lake SRA. The recreation facilities around Folsom Lake have been developed by DPR with the full knowledge and consent of Reclamation over the course of fifty years. Presumably recreation planners assumed that 466' was the effective high pool for the reservoir and developed facilities accordingly. As a result many of the recreation facilities around Folsom Lake are located between elevations 466' and 474' elevation.</p> <p>To the extent that the operation of the reservoir at higher Lake levels (above 466') results in impacts to recreational facilities, DPR believes the lead agencies should mitigate the impacts to these facilities. This may include the need to move selected facilities, to "flood proof" other facilities and to develop a plan and funding source for the clean-up and repair of facilities following an inundation. DPR would like to see the federal agencies take responsibility for developing (in consultation with DPR) a proactive planning effort to identify which facilities may need to be moved or retro-fitted to withstand inundation and then to provide funding to complete the</p>
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Sequence number: 1

Author:

Subject: #312-33

Date: 3/14/2007 5:38:45 PM

T See response to comment # 312-28.

<p>313</p>	<p>Robert H. Miller III</p>	<p>recommendations of this plan. DPR does not want to wait until an emergency inundation occurs and then address the impacts. The emergency use of the additional surcharge space from a dam raise is an event that can be planned for and in large part mitigated before the emergency occurs.</p> <p>One example would be the Granite Bay Activity Center. This facility would get inundated if Folsom Dam is raised seven feet and a flood occurred in which it was necessary to utilize the surcharge storage. Inundation would likely render this facility unusable and the facility would need to be re-constructed. DPR does not have funding to replace this facility and even if funding were provided by the flood control agencies, it would take several years to re-build the facility. This is a very popular facility that is used at least several night and days a week year round. These users would be displaced during the protracted time period it would take to re-build the structure.</p> <p>The federal agencies also need to consider that the loss of recreation facilities due to the utilization of the increased surcharge space would also result in the loss of recreation use and user fee revenues which would need to be mitigated.</p> <p>Recommendation: <input type="checkbox"/> #312-34 Recreation inundation and operation impacts] DPR believes the potential impact of an emergency inundation on recreation use and facilities should be analyzed and that the environmental analysis is insufficient without it.</p> <p>Chapter 4 - Socioeconomics This Chapter documents the impacts to State revenues due to the loss of user fees resulting from project impacts. However, the document does not indicate how these impacts will be addressed, if at all.</p> <p>Recommendation: <input type="checkbox"/> #312-35 Socioeconomics State Parks revenue] DPR believes that any loss of recreation use resulting from the project which results in a loss of user fee revenues to the State within Folsom Lake SRA should be compensated.</p> <p>The document also discussing the loss of revenues to concessionaires operating at Beal's Point and Granite Bay which may occur due to project impacts. DPR has previously provided the lead agencies with specific information for each concessionaire, the revenues they generate and the fees these concessionaires pay to the State.</p> <p>Recommendation: <input type="checkbox"/> #312-36 Socioeconomics concessionaires] DPR believes that any loss of recreation use resulting from the project which results in a loss of revenues to the concessionaires operating within Folsom Lake SRA should be compensated, including the portion of these revenues which would be paid as fees to the State.</p> <p>Dear Mr. Oliver and Mrs. Victorine On behalf of the Folsom Economic Development Corporation, please find below comments to the Folsom Dam Safety and Flood Damage Reduction EIS/EIR.</p> <p>1. <input type="checkbox"/> #313-1 Public Involvement notification] Public Notice.. Given the massive size of this project, the length of the construction period and negative impacts on the City of Folsom and surrounding area, the public notice for this lengthy environmental document was inadequate. Until the Folsom Telegraph, the Sacramento Bee and KCRA Channel 3 ran stories January 10, 2007, the public was not aware of the closure of Folsom Point which would result in the loss of over 800,000 visitor trips and substantial economic loss to the local economy. Since the media coverage was the same day of the Folsom public meeting</p>
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Sequence number: 1

Author:

Subject: #312-34

Date: 3/16/2007 1:39:05 PM

T The Preferred Alternative will not increase reservoir water elevation beyond current operations. Therefore, there will not be an impact to recreation facilities beyond current conditions.

Sequence number: 2

Author:

Subject: #312-35

Date: 3/15/2007 6:04:30 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #312-36

Date: 3/16/2007 1:39:23 PM

T The only FLSRA recreation area with a concessionaire in the vicinity of construction is Beal's Point. With the recent determination that Beal's Point will remain accessible during peak recreation season (i.e., the time when concessionaire is active, there will be no impact).

Reclamation will provide DPR with a construction schedule to assist the concessionaires in the management of their business.

Sequence number: 4

Author:

Subject: #313-1

Date: 3/4/2007 12:46:01 PM -08'00'

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

		<p>held January 10 and a day after the only other public meeting held in Sacramento on January 9, it was too late for most citizens to attend and impossible to review the environmental document in advance of that meeting. In addition, property owners who are located immediately adjacent to the work areas were not notified by mail of the EIS/EIR.]</p> <p>2. #313-2 Public Involvement hearing format Public Meeting. Especially in light of the lack of insufficient notice, the 'open house' public meeting format did not provide the attendees an adequate presentation of the project, the project's impacts and/or the proposed mitigation measures. It did not allow attendees to benefit from each other's public testimony or public questions and answers from the project proponent. Public input was either transcribed by someone who was unable to answer any questions or attendees were given comment cards to fill out. Based on the insufficient notice, lack of public presentation and lack of public testimony, it appeared that the project proponent was not interested in notifying the public of the project specifics or the impacts but rather the proponent was only "going through the motions". The lack of sufficient notice and the public meeting format did not provide full disclosure given the scope of the project and did not meet the intent of the environmental review process.</p> <p>3. #313-3 Socioeconomics Economic Analysis. The economic impact of the loss of over 800,000 visitor trips to the City of Folsom, Folsom area businesses, property owners and residents is not adequately addressed in the economic model presented in the EIS/EIR.</p> <p>a. The economic model does not take into account the impact on the sale of large ticket items including motor boats, jet skis, sailboats, tow vehicles, sports equipment, homes, residential and commercial property etc. The model only considers the loss of "picnic basket" type items. Given the extended life of the project and the lack of access to Folsom Lake or other alternative outdoor recreation facilities, the sale of these large ticket items will decline. The analysis should be revised to adequately inform the public of the true economic loss including these large ticket items.</p> <p>b. The economic impact from the loss of visitors from outside the tri-county region is underestimated. The economic analysis assumes that only those users who stay at the campground facilities at Folsom Lake are from outside the tri-county region. The analysis fails to consider those users who are staying with friends or family or choose to stay at area hotels, motels, or RV parks. Based on the assumptions of the analysis, a large and more accurate number of visitors from outside the region will increase the economic loss to both the local economy and the region. The analysis should be revised to reflect a more accurate percentage of visitors from outside the region.</p> <p>c. The economic analysis does not adequately disclose the economic loss to the local (Folsom Lake) economy. Instead, the analysis mixes the regional benefit from monies spent on the project with the economic loss experienced by the local (Folsom Lake) economy. The analysis should separately disclose the loss to the local economy and any potential gain to the regional (tri-county) economy. The regional trucking company that may benefit from increase hauling fees does not compensate for the loss of the local business who sells recreational equipment to the lake users.</p> <p>d. Close proximity and access to Folsom Lake are quality of life amenities that attract businesses and employees to our region. Without access to this amenity for an extended period of time, it will be less attractive to locate here. The economic analysis should be revised to include this negative impact to businesses and employee recruitment.</p> <p>e. #313-4 Property Values Property values in close proximity to Folsom Lake are higher because of better access to this recreational amenity. No consideration was given to the loss in value that will occur when access is substantially limited as indicated in the project alternatives. The economic analysis should estimate the potential loss in property values during the construction period when access is limited.</p> <p>f. The total loss of Folsom Lake user fees to the State of California over the length of the construction period is not clearly indicated. Please provide a total number.</p> <p>4. #313-5 PD Alternative Staging Recreational Impacts. The EIS/EIR is inadequate because it did not analyze any alternatives</p>
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Sequence number: 1

Author:

Subject: #313-2

Date: 3/4/2007 12:46:09 PM -08'00'

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #313-5

Date: 3/15/2007 6:04:52 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #313-3

Date: 2/21/2007 11:35:15 AM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 4

Author:

Subject: #313-4

Date: 3/14/2007 8:50:37 AM

T Residential Property Values - Neither CEQA nor NEPA requires an analysis of project impacts on residential property values. This is because: (1) potential project impacts on residential property values represent an economic impact, not an effect on the physical environment; and (2) estimating prospective property value impacts of a proposed project may involve an impermissible degree of speculation due to the wide range of issues that affect property values. Please see Section 4.3.3 and 4.3.5 in Chapter 4 of the Final EIS/EIR for more information. As described in Chapter 2 and 4 of the Final EIS/EIR, Folsom Point would remain open for recreation during the peak season; therefore, there would be no impacts to property values from the closure of Folsom Point.

		<p>to closing Folsom Point but simply concluded that the recreational impacts are unavoidable and displaced visitors may consider indoor recreation alternatives.</p> <p>a. The haul route between the proposed spillway and MIAD could easily be located to avoid the boat ramp, parking lot and picnic areas of Folsom Point (see attached Exhibit A). The route could run on top of or in front of Dike 8 and continue east between the launch ramp parking lot and the Folsom Point access road. The haul route could then cross under the Folsom Point access road between the gate house and the location where the Folsom Point access road splits (left to boat launch area and to the right of the picnic area). The haul route could then continue east (south of Folsom Point) to MIAD. This suggested route appears to cover a shorter distance than following the waters edge around Folsom Point. Given the number of truck trips (37,500 to 75,000 depending on truck capacity) necessary to move 1.5 million cubic yards of dirt from the spillway to MIAD, this proposed shorter haul route is likely to also be more cost effective. Please analyze the cost of this alternative haul route in comparison to the user fee revenue loss to the State of California and the local economic loss resulting from a Folsom Point closure.</p> <p>b. The processing facility that is proposed to be located at Folsom Point in each of the project alternatives could be moved south and east of Folsom Point between the Folsom Point access road and MIAD (see attached Exhibit A). Based on the aerial maps shown in Section 2, Part 2 of the EIS/EIR, it appears that this property is currently designated to be used for this project. It also appears that the impacts to the environment (oak woodlands and wetlands) appear to be less at this suggested location. The impacts to existing homes located on Elvies Lane uphill from the Folsom Point processing facility would also be reduced if the facility was relocated to this suggested location. The existing topography and size of this suggested alternative location could accommodate large buffers and berms to mitigate the construction impacts. Please analyze and compare the local economic and environmental impacts of the location designated in the EIS/EIR to the location suggested here. In addition, please analyze the specific impacts (noise, dust, lighting etc) to the properties located on Elvies Lane or Mountain View Drive that are located uphill from the proposed processing facility at Folsom Point. What specific mitigation measures could be implemented at this suggested location to reduce the impacts to the surrounding community (ie. Berms, buffers, hours of operation, etc).</p> <p>Based on this one suggested alternative haul route and processing facility re-location, it appears that there may be many more alternatives available to meet the needs of the project and keep access to Folsom Point open and other FLSRA facilities less impacted. Until the environmental document analyzes this and other alternatives, the EIS/EIR is flawed in its conclusion that the recreational impacts and the resulting economic loss are unavoidable. Please analyze all alternatives that may reduce recreational impacts at the affected FLSRA facilities.]</p> <p>b. [#313-6 Recreation mitigation] <u>Alternative Recreational Facilities.</u> The EIS/EIR is inadequate because no alternative sites were studied where temporary facilities could be added to accommodate visitors that would be displaced because of the construction activity. Again, the EIS/EIR simply states that the impact to recreation is unavoidable.</p> <p>a. Temporary facilities could be added at existing FLSRA facilities to relieve congestion that will be caused from this extended construction activity. For example, additional launch, day use or campground facilities could be added at Browns Ravine, Granite Bay, Beal's Point, the former Monte Vista campground, Old Salmon Falls or other existing facilities (see attached Exhibit B). Please analyze the cost of the temporary expansion of all potential recreational facilities at FLSRA to accommodate the displaced visitors that would result from the impacted facilities. Please compare the cost of these temporary facilities to the user fee revenue loss to the State of California and the local economic loss resulting from visitors not having access to the impacted facilities.</p> <p>1. <u>Brown's Ravine.</u> This existing facility could be temporarily expanded across the inlet from the marina on property owned by the Bureau (see Exhibit C). Sufficient land area is available to accommodate launch facilities, campgrounds and/or day use areas. In</p>
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Sequence number: 1

Author:

Subject: #313-6

Date: 3/15/2007 6:05:01 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

		<p>addition, the facilities at Hobie Cove could be temporarily expanded to accommodate displaced visitors from other impacted facilities.</p> <p>2. <u>Monte Vista Campground</u>. The former private Monte Vista campground encompassing several hundred acres (located three miles north of Green Valley Road on Salmon Falls Road) could be put back into use to accommodate displaced visitors (see Exhibit D). There are existing roads (which would need improvement), water, telephone, electricity, and even BBQ pits available at this site. A boat launch and small parking lot could be located on the eastern tip of this site.</p> <p>3. <u>Old Salmon Falls Road</u>. For years, this facility (see Exhibit D) has provided an alternative launch location for small fishing boats and jet skis. Once the water level reached 435', the lower gate was opened and small craft launched here during the peak season (May through September). Once water receded below 435', the lower gate was closed to prevent vehicles from impacting the shoreline. With minor improvements to the road and parking lot and the return of portable restrooms, this facility could accommodate displaced visitors with small water craft during the peak season. The launch access was closed a few years ago, because FLSRA staffing hours were not available to adequately monitor this location. Given the potential restriction to alternative launch facilities, additional staffing hours may be required if this launch facility was reopened. This appears to be a very low cost alternative to provide some additional access.</p> <p>4. <u>Beals Point</u>. This existing facility could be temporarily expanded. Sufficient land area is available to accommodate new launch facilities, campgrounds and/or day use areas.</p> <p>5. Granite Bay. This existing facility could be temporarily expanded. Sufficient land area is available to accommodate new launch facilities, campgrounds, and/or day use areas.</p> <p>With over 18,000 acres and 18 existing facilities identified in the EIS, there appear to be many alternative locations that could be expanded to accommodate displaced recreation users in the FLSRA. The EIS/EIR did not study even one alternative. The recreational impacts can be mitigated and they are avoidable.</p> <p>Folsom Economic Development Corporation understands that flood control improvements are extremely important and we do not want to see them delayed. However, the draft EIS/EIR, which came into public awareness on January 10 has numerous fundamental flaws and is likely to face legal challenges. The EIS/EIR fails to consider reasonable alternatives that would dramatically reduce the local negative economic effects. The EIS/EIR also significantly underestimates the magnitude of these local losses.] We request that the Bureau of Reclamation work with all flood control stakeholders to keep the project on course while a solution is identified that minimizes the hardship placed on the local community. We look forward to a revised document that includes this analysis and includes mitigation measures that will be implemented to achieve this goal.</p> <p>Sincerely, Robert H Miller III</p>
<p>314</p>	<p>Greg Cook</p>	<p>Hi,</p> <p>I am writing to state my concern about the seemingly misguided idea of closing Folsom Point so that is can be used as a staging area for construction equipment in the planned upgrade of Folsom Dam. [N-#314-1 Recreation lake access closure] While I understand the need to have effective flood control for the area, it seems that there has to be a better alternative than using a highly popular recreation site for staging equipment.] From the standpoint of a local resident, it appears that the Bureau of Reclamation provides little significance on the local impact of its actions. First, Folsom Dam road was closed due to a perceived terrorist threat—an obvious sledge hammer approach to a potential problem that caused serious harm to businesses and quality of life in the Folsom area. [N-#314-2 Recreation remaining lake access locations] Now, it appears that the USBR is taking a similar approach to finding a convenient staging area for its equipment. This does not appear to be a well thought out plan and highlights the Bureau's lack of sensitivity to local quality of life issues. Closing Folsom point would require local residents to access Folsom lake from either Browns Ravine Marina, which is already over crowded, or cross through downtown Folsom which is a nightmare due to the Folsom Dam road closure and</p>

Sequence number: 1

Author:

Subject: #314-2

Date: 3/16/2007 1:40:05 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #314-1

Date: 3/15/2007 6:05:16 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

	<p>would further congestion problems in the area with boater and beachgoer traffic on its way to Beals or Granite Bay lake access areas.]There have got to be better options. The obvious one would be to use some of the vast Folsom Prison land next to the dam that is unused by anything other than a few cows. I would hope that the environmental impact of these issues is thoroughly and fairly assessed before closing Folsom Point.</p>
<p>Dear Mr. Oliver and Mrs. Victorine,</p> <p>Bernau Development Corporation is the owner of a subdivision named "Morning Walk" currently under construction located at Elvies Lane and E. Natoma Street immediately adjacent to the Folsom Lake State Recreation Area south of Dike 8 (see Exhibit A). Unfortunately, I was not notified directly by the Bureau of Reclamation of the EIS/EIR that is currently circulating even though the impacts from the proposed project to my property are substantial. #315-1 Public Involvement notification I do not feel that the notice was sufficient] or the potential impacts clearly defined so that I am able to evaluate what measures are adequate to mitigate the impacts of this massive project.</p> <p>Below I have listed a few comments and questions. However, I would like to meet with Bureau staff to find out exactly what will be the impacts to my current project and how the Bureau intends to mitigate these impacts.</p> <ol style="list-style-type: none"> 1. #315-2 Traffic] Please indicate the volume of truck traffic that is projected on E. Natoma Street and on the property immediately north of my subdivision. 2. #315-3 Noise] Please provide projected noise levels that will reach my property boundary from the processing facility, truck traffic or other construction work. 3. #315-4 Air Quality fugitive dust] How much fugitive dust is expected to be generated? How will that dust be controlled? 4. #315-5 Geo and Soils asbestos] Has soils sampling been done to determine if naturally occurring asbestos is present in the excavated material? What mitigation measures will be implemented to control this potential hazard? 5. #315-6 Impacts and Mitigation to specific property] Based on the information presented in the EIS/EIR, I cannot determine the impacts to my property because there is not enough detail regarding the specific construction work or the processing facility proposed. Please provide this detail and specific mitigation measures, so I can evaluate the impacts. 6. #315-7 PD alternate location for processing] Can the processing facility be moved to the Bureau's property to the southeast of Folsom Point? There appears to be plenty of room for the facility, storage staging and even reasonable buffers. 7. #315-8 Recreation lake access closure and PD alternate location for haul route] I am unsure why Folsom Point needs to be closed during construction. It appears that a haul route could be located on the lakeside of dike 8 and continue between the boat ramp parking lot and the Folsom Point access road. The road could cross or go under the Folsom Point access road to reach the processing facility (recommended location in #5 above) and MIAD. 8. #315-9 Visual] Several of the lots at Morning Walk have a view over dike 8 of Folsom Lake. The homes on these lots will command a premium because of this view. How will this project impact the view shed of these lots? 9. #315-10 Recreation lake access closure] Lake access is an important factor in the buying decision of my potential homeowners. Not having access to Folsom Point will negatively impact the marketability and value of these homes. What measures can be implemented so that Folsom Point can remain open? 10. #315-11 Recreation Mitigation] There appears to be no consideration given in the EIS/EIR to finding alternative locations for visitors that may be turned away from FLSRA facilities that are impacted by this project. Please evaluate increasing capacity at other existing facilities so visitors can still have access to the FLSRA. 11. #315-12 Socioeconomics] The economic model seriously under estimates the impact to the local community. The model does not include the reduction in sales of big ticket items that will result because over 815,000 visitors will not be 	
<p>Jeremy G. Bernau</p> <p>315</p>	

Sequence number: 1

Author:

Subject: #315-1

Date: 3/4/2007 12:46:25 PM -08'00'

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #315-8

Date: 3/15/2007 6:05:53 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #315-6

Date: 3/14/2007 6:16:04 PM

T As described in Chapter 2 of the Final EIS/EIR, the Corps cannot select the type of raise to be constructed until more detailed design information is available. Therefore, the potential impacts of a raise are unknown at this time. After the type of raise is selected, the Corps will complete supplemental environmental compliance documentation, as necessary.

Sequence number: 4

Author:

Subject: #315-7

Date: 3/15/2007 6:05:40 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #315-10

Date: 3/15/2007 6:06:03 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #315-4

Date: 3/16/2007 1:42:03 PM

T Air Quality - All construction projects involving large equipment produce air quality emissions. Chapter 3.3 of the Draft EIS/EIR describes the types of emissions possible for this project. Reclamation has already initiated discussions with the Sacramento Metropolitan Air Quality Management District on emission controls and mitigation requirements. All construction work will comply with the air quality emissions requirements, that have been established to protect human health, and as presented in the air quality permit to be issued by the Air Quality Management District. Also see Section 4.3.11 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7

Author:

Subject: #315-5

Date: 3/16/2007 1:42:44 PM

T The testing of soils for asbestos has occurred in the project area. Soil and rock in the Auxiliary Spillway to Dike 8 areas do not contain asbestos. Soil and rock east of Dike 8 has shown to possibly contain minute amounts of asbestos, well below regulatory standards. See Section 3.6 of the Draft EIS/EIR. Also see Section 4.3.11 in Chapter 4 of the Final EIS/EIR.

Sequence number: 8

Author:

Subject: #315-11

	<p>would further congestion problems in the area with boater and beachgoer traffic on its way to Beals or Granite Bay lake access areas.]There have got to be better options. The obvious one would be to use some of the vast Folsom Prison land next to the dam that is unused by anything other than a few cows. I would hope that the environmental impact of these issues is thoroughly and fairly assessed before closing Folsom Point.</p>
<p>Dear Mr. Oliver and Mrs. Victorine,</p> <p>Berna Development Corporation is the owner of a subdivision named "Morning Walk" currently under construction located at Elvies Lane and E. Natoma Street immediately adjacent to the Folsom Lake State Recreation Area south of Dike 8 (see Exhibit A). Unfortunately, I was not notified directly by the Bureau of Reclamation of the EIS/EIR that is currently circulating even though the impacts from the proposed project to my property are substantial. [#315-1 Public Involvement notification] I do not feel that the notice was sufficient] or the potential impacts clearly defined so that I am able to evaluate what measures are adequate to mitigate the impacts of this massive project.</p> <p>Below I have listed a few comments and questions. However, I would like to meet with Bureau staff to find out exactly what will be the impacts to my current project and how the Bureau intends to mitigate these impacts.</p> <ol style="list-style-type: none"> 1. [B] [#315-2 Traffic] Please indicate the volume of truck traffic that is projected on E. Natoma Street and on the property immediately north of my subdivision. 2. [B] [#315-3 Noise] Please provide projected noise levels that will reach my property boundary from the processing facility, truck traffic or other construction work. 3. [#315-4 Air Quality fugitive dust] How much fugitive dust is expected to be generated? How will that dust be controlled? 4. [#315-5 Geo and Soils asbestos] Has soils sampling been done to determine if naturally occurring asbestos is present in the excavated material? What mitigation measures will be implemented to control this potential hazard? 5. [#315-6 Impacts and Mitigation to specific property] Based on the information presented in the EIS/EIR, I cannot determine the impacts to my property because there is not enough detail regarding the specific construction work or the processing facility proposed. Please provide this detail and specific mitigation measures, so I can evaluate the impacts. 6. [#315-7 PD alternate location for processing] Can the processing facility be moved to the Bureau's property to the southeast of Folsom Point? There appears to be plenty of room for the facility, storage staging and even reasonable buffers. 7. [#315-8 Recreation lake access closure and PD alternate location for haul route] I am unsure why Folsom Point needs to be closed during construction. It appears that a haul route could be located on the lakeside of dike 8 and continue between the boat ramp parking lot and the Folsom Point access road. The road could cross or go under the Folsom Point access road to reach the processing facility (recommended location in #5 above) and MIAD. 8. [B] [#315-9 Visual] Several of the lots at Morning Walk have a view over dike 8 of Folsom Lake. The homes on these lots will command a premium because of this view. How will this project impact the view shed of these lots? 9. [#315-10 Recreation lake access closure] Lake access is an important factor in the buying decision of my potential homeowners. Not having access to Folsom Point will negatively impact the marketability and value of these homes. What measures can be implemented so that Folsom Point can remain open? 10. [#315-11 Recreation Mitigation] There appears to be no consideration given in the EIS/EIR to finding alternative locations for visitors that may be turned away from FLSRA facilities that are impacted by this project. Please evaluate increasing capacity at other existing facilities so visitors can still have access to the FLSRA. 11. [B] [#315-12 Socioeconomics] The economic model seriously under estimates the impact to the local community. The model does not include the reduction in sales of big ticket items that will result because over 815,000 visitors will not be 	
<p>Jeremy G. Bernau</p>	<p>315</p>

Date: 3/15/2007 6:06:10 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 9

Author:

Subject: #315-12

Date: 3/14/2007 6:18:11 PM

T Socioeconomics - See Response to Comment #12-1

Sequence number: 10

Author:

Subject: #315-2

Date: 3/15/2007 11:43:30 AM

T The current and projected traffic volumes on E. Natoma are provided in Section 3.9 of the Draft EIS/EIR. Projected traffic on the haul road north of the property is approximately 100 round trips of haul trucks during the phases of construction of the Auxiliary Spillway. Chapter 2 of the Final EIS/EIR presents the phasing of construction work. Also see Section 4.3.9 in Chapter 4 Topical Responses of the Final EIS/EIR.

Sequence number: 11

Author:

Subject: #315-9

Date: 3/14/2007 6:19:58 PM

T Visuals – Lots at this location will have direct views of haul roads and haul trucks, stockpiles of excavated materials and the staging of construction equipment.

Sequence number: 12

Author:

Subject: #315-3

Date: 3/16/2007 1:41:02 PM

T Potential construction noise levels near Elvies Lane and Natoma Street would be similar to those estimated for East Natoma Street (noise-sensitive receptor 1) as presented in Draft EIS/EIR. Construction noise levels will be higher during construction activities (stockpiling of borrow material) occurring near Dikes 7 and 8. The Project Agencies will be required to adhere to noise standards at the federal property boundary. See Section 3.10 of the Draft EIS/EIR for allowable increases in noise levels. Construction noise will be evident at these properties. Also see Section 4.3.10 in the Final EIS/EIR.

		<p>able access the lake. There is no reason to buy a home by the lake if you can't access the lake. There is no reason to buy a boat if you won't be able to use it. The model should accurately reflect the true economic loss to the community.] While I understand the importance of this flood control project, I am very surprised at the lack of notice and the failure of the project sponsor to mitigate any of the recreational impacts that left unmitigated will result in a substantial economic loss to Bernau Development Corporation and the surrounding community. Since the EIS/EIR incorrectly states that the recreational impacts are unavoidable after failing to consider <u>any</u> alternatives that could maintain recreational access to Folsom Point and other FLSRA facilities, it is likely that this project will be delayed as a result of a legal challenge. I would ask the project sponsor to study all reasonable alternatives to the closure of Folsom Point and/or provide temporary launch, day use and campground facilities at other FLSRA locations for visitors that are impacted because of this project. I also look forward to a detailed description of how the project will impact my property and the specific mitigation measures proposed to ensure that those impacts will be reduced to a level of insignificance.</p>
<p>316</p>	<p>Catherine Vestito</p>	<p>#316-1 Recreation lake access closure] Please reconsider on closing Folsom Point boat launch. With a population of 60,000 and growing, it would be far too dangerous trying to use Brown's Ravine for boat launching this summer as well as congesting traffic on Green Valley more than it already is. Please find another alternative. Hello Mr. Oliver and Ms. Victorie,</p>
<p>317</p>	<p>Jeff Kirsten</p>	<p>#317-1 PD alternate staging areas] Please explore alternatives with Sacramento area communities and governments to closing park and lake access points during dam retrofit. I believe people would understand if there were simply no other way to get the job done, but it is not clear how hard alternatives have been pushed. Folsom lake boat launch and park access fills to closure on many summer weekends as it stands. Restricting access further will create tension instead of a relaxing and positive atmosphere among the many people in the area who try to visit the lake. Dear Shawn Oliver/Becky Victorie:</p>
<p>318</p>	<p>Jeff Mittner</p>	<p>#318-1 PD alternate staging areas] I urge you to review and consider City of Folsom's alternatives to this closure.] My wife and I purchased a home here in Folsom 4 years ago, and a major determining factor in our decision to move here was the accessibility to Folsom Lake and all its wonders. Folsom Point is a 10 minute jog from our house. I know six people personally, friends and family alike, who use Folsom Point's boat launch religiously. Four members of this group continue to use the launch even in late autumn and winter, not just the summer months. I would agree there are other access sites relatively nearby. #318-2 Socioeconomics businesses] However, I would like you to consider the economic impact as well. My wife works for a small business located at the corner of Natoma St. and Blue Ravine Rd. They rely significantly on revenues generated from visitors to Folsom Point. You need to be aware that a number of locally owned businesses located in proximity to Folsom Point are in exactly the same boat. A seven-year closure would tear a chunk out of the heart of this community. Again, I implore you to reconsider such a potentially grave decision.</p>
<p>319</p>	<p>Brian Joder</p>	<p>Hello Bureau of Reclamation, #319-1 Public Involvement notification] I am flabbergasted that the first I heard of this impending closure of our largest natural local resource was on the last day of comments accepted about this proposal. It seems to me that the public should have a little more input for this project and a bit more advanced notice about these activities. Closing the Folsom point area would be a huge blow to the area. The recreation from Folsom Lake is why I moved here! On average I am at the Folsom Point area three times a week. This would seriously curtail my and many other peoples outdoor activities.</p>

Sequence number: 1

Author:

Subject: #318-2

Date: 2/21/2007 11:38:03 AM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 2

Author:

Subject: #316-1

Date: 3/15/2007 6:06:25 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #319-1

Date: 3/4/2007 12:46:38 PM -08'00'

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement.

For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #318-1

Date: 3/15/2007 6:06:38 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #317-1

Date: 3/15/2007 6:06:32 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

		Please consider public input and a way to keep Folsom Point open during this period. To whom it may concern,
320	David and Karen Delparte	<p>#320-1 Recreation lake access closure] I we are totally against Folsom Point being closed for any length of time. We bought a boat last year and use the Folsom Point Launch almost exclusively. #320-2 Recreation remaining lake access] There are no real alternatives! Brown's is often crowded and could not handle the increased use that closing Folsom Point would cause. Granite Bay is quite a-bit further and is often full.] We want to be able to use our boat in a convenient manner. This is part of the reason we moved to Folsom. Please consider other options. I should be possible to keep Folsom Point open for most of the construction of the new bridge with just a little thought and consideration.</p> <p>Dear Shawn and Becky -</p> <p>#321-1 Purpose and Need] I read with dismay about your plans to close facilities at Folsom Lake for dam construction. I am wondering if this construction is really necessary, or is this another government boondogle. Is the safety need here really based on sound engineering practices? The Lake is only half full now and hasn't been full in years. Because of increased water usage and reduced snow pack due to global warming, this trend is likely to continue. Have you considered these factors in your analysis, or are your calculations based on antiquated data? To disrupt an entire community and spend millions of dollars over an extremely unlikely failure scenario is ridiculous. The way this project has been handled is another example of why Americans mistrust our government.</p> <p>Why does Folsom always have to take the hit?????</p> <p>We going along just fine until the Dam Road was closed and backed up traffic (80% of it from El Dorado and Placer Counties) onto our streets and into our small town creating havoc. Now they are going to start a Two or three year project to build a new bridge for these same out of town cars, and with this construction we will have air pollution, noise pollution and large construction trucks running up and down our already crowded streets.</p> <p>#322-1 Recreation lake access closure and PD alternate staging areas] And now you want to close Floss's only access to the lake - Folsome Point...where Folsome residents spend most of their summers, swimming, boating, picnicking and having reunions. You are going to tear up this lovely spot and demolish it for a staging area for dam repair. Can't an undeveloped site be found????? With this (for seven years!!!!!!) comes air pollution, noise pollution and large truck traffic to our already crowded streets. Most cities and towns would give anything to have a park like this and you are going to destroy this one. I don't know whose decision this was, but it was a really stupid one. I think its time El Dorado and Placer Counties come up with a spot on their portion of the lake that could to used for this staging area, since its their people who benefit the most.Folsome residents(especially on the North side) have done enough, now its someone else's turn... Enough is enough.....</p> <p>If this e-mail is a little disjointed, its because I'm a 78 year old grandama and computers are a Mystery to me. I hope you get this....</p> <p>Hello,</p> <p>#323-1 Recreation lake access closure] I am writing to express my concern over the plan to close Dyke 8 during the construction of the new Dam. We are residents of El Dorado Hills and use Dyke 8 regularly for lake access with our jet skis. #323-2 Recreation remaining lake access] During the summer Browns Ravine is closed/full on a regular basis with launching of water craft directed to Dyke 8 or Beal's Point. My honest feeling is that my annual pass will be of no value because me access to the lake will be so limited, unrealizable and extremely inconvenient. Please make a better choice during the construction process and do not close Dyke 8.</p>
322	Peg Coverdale	To Whom it may concern,
323	Maureen Snyder	
324	Chris Wagner	

Sequence number: 1
Author:
Subject: #323-2
Date: 3/15/2007 6:07:17 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2
Author:
Subject: #320-2
Date: 3/16/2007 1:43:01 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3
Author:
Subject: #322-1
Date: 3/14/2007 6:29:51 PM

T The purpose and need for this project is provided in Chapter 1 of the Draft EIS/EIR. The project is needed to address dam safety and hydrologic concerns and to provide better flood protection for the greater Sacramento area. Construction activities will not be occurring for all years in one particular project area, but will be phased over the entire project. Appropriate noise mitigation measures presented in Section 3.10.3 of the Draft EIS/EIR will be implemented to minimize construction noise impacts.

Sequence number: 4
Author:
Subject: #323-1
Date: 3/15/2007 6:07:10 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5
Author:
Subject: #320-1
Date: 3/15/2007 6:06:57 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6
Author:
Subject: #321-1
Date: 3/14/2007 6:26:49 PM

T The purpose and need for this project is provided in Chapter 1 of the Draft EIS/EIR. The project is needed to address dam safety and hydrologic concerns and to provide better flood protection for the greater Sacramento area. Construction activities will not be occurring for all years in one particular project area, but will be phased over the entire project. Appropriate noise mitigation measures presented in Section 3.10.3 will be implemented to minimize construction noise impacts.

	<p>325</p> <p>Kristin and Robert Jeffrey</p>	<p>325</p> <p>Kristin and Robert Jeffrey</p>	<p>325-1 Recreation lake access closure I am emailing to say that I am firmly against the closing of the Folsom, Beal and Granite Bay point. This would severely hinder recreational activities and revenue from boaters.</p> <p>325-2 Recreation lake access closure I am writing this letter to protest the closure of Folsom Point. This access is one of the main entries into the Lake and allows for parking of boat and trailer. It is the only immediate Lake access to Folsom residents that can accommodate the large volume of boats put in and taken out of the water. 325-3 Socioeconomics Brown's Ravine certainly isn't equipped for this, thus leaving Beale's point and Granite Bay entrances as the only remote access. We moved to Folsom because of the easy access to the lake and had just purchased a boat this Fall so we could be on and off the lake in 5 minutes. Closure of Folsom Point is unacceptable especially for 7 years. 326-1 Recreation lake access closure Not only does it limit the use of the Lake, but the amount of lost revenue to the City of Folsom will be enormous. Please find an alternative place to house the equipment. I am a resident of Folsom of 8 years. The closure of the Dam Road has diminished our quality of life enough. 327-1 Recreation lake access closure Please don't close Folsom Point! Like most nearby residents, we were attracted to this area by the easy access to Folsom Point, where activities like hiking, biking, fishing swimming, waterskiing and boating are close to us. We did not move to Folsom and don't have grandchildren and our grown children visit to they can go to the newest McDonald's or Starbucks. They like to walk or take their bikes up to the lake where they can enjoy the natural beauty surrounding the reservoir and participate in the many activities that go along with it. We share the area with many of nature's inhabitants as well, seeing bluebirds and owls, red tailed hawks and turkey vultures, even an occasional rattler or a coyote running through the grass. 327-2 Socioeconomics This loss would be a sad occasion for Folsom, and the surrounding boaters and fishermen who frequent our lake and drop some change in Folsom while they are here. Please consider the negative impact on our community before you close this natural gem.] Cheryl Walters, Folsom resident for 9 years.</p>
	<p>326</p> <p>Don Hendricks</p>	<p>326</p> <p>Don Hendricks</p>	<p>327-1 Recreation lake access closure Please don't close Folsom Point! Like most nearby residents, we were attracted to this area by the easy access to Folsom Point, where activities like hiking, biking, fishing swimming, waterskiing and boating are close to us. We did not move to Folsom and don't have grandchildren and our grown children visit to they can go to the newest McDonald's or Starbucks. They like to walk or take their bikes up to the lake where they can enjoy the natural beauty surrounding the reservoir and participate in the many activities that go along with it. We share the area with many of nature's inhabitants as well, seeing bluebirds and owls, red tailed hawks and turkey vultures, even an occasional rattler or a coyote running through the grass. 327-2 Socioeconomics This loss would be a sad occasion for Folsom, and the surrounding boaters and fishermen who frequent our lake and drop some change in Folsom while they are here. Please consider the negative impact on our community before you close this natural gem.] Cheryl Walters, Folsom resident for 9 years.</p>
	<p>327</p> <p>Cheryl Walters</p>	<p>327</p> <p>Cheryl Walters</p>	<p>328-1 General Please understand that 7 years is a lifetime to many of us. Do not close Folsom Point for a lifetime.</p>
	<p>328</p> <p>Sharon Kindel Rosalie Barton</p>	<p>328</p> <p>Sharon Kindel Rosalie Barton</p>	<p>329-1 Recreation lake access closure 7 years is too long to leave this key recreational access point closed to the public. Our family uses is 2-3 times per month, all year long.</p>
	<p>329</p> <p>Obie Miller</p>	<p>329</p> <p>Obie Miller</p>	<p>To whom it may concern,</p> <p>330-1 Recreation lake access closure I heard today that you are considering closing the Folsom Recreation Area for seven years. I understand the reasoning for this, and as a Sacramento resident I would benefit from the increased flood protection. However, I think there has to be a better way. I am a mountain biker and I use the area at least once a week with the local mountain bike club the Folsom Breakouts. This would devastate our team. We have been riding the area trails every Tuesday for 26 years! I can also imagine what the closure would do to the local economy and I would think it would be devastating. Especially in the summer and fall! Please do not proceed with this proposal.</p>
	<p>330</p> <p>Clint Claassen</p>	<p>330</p> <p>Clint Claassen</p>	<p>To Whom it May Concern:</p>
	<p>331</p> <p>Jennifer Claassen</p>	<p>331</p> <p>Jennifer Claassen</p>	<p>331-1 Recreation lake access closure Please, please, please don't close the Folsom Point Recreation Area! All year round, my husband is an avid mountain biker and goes to the area at least a couple times a week to blow off steam after work or enjoy his weekend riding with friends. He would be devastated if you closed it off, and so would I!! I'm not about to deal with him if he can't ride around... he'd drive me crazy! For the sake of my sanity... please keep it open!</p>
	<p>332</p> <p>Russ Fay</p>	<p>332</p> <p>Russ Fay</p>	<p>332-1 Recreation lake access closure I would strongly oppose Folsom Point. There has to be another option. I live here because of the easy access I have to the trails around Folsom Lake. I am planning to retire here soon. It seems like a bypass trail around the point</p>

Sequence number: 1

Author:

Subject: #326-1

Date: 3/15/2007 6:07:55 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #325-2

Date: 3/15/2007 6:07:47 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #325-3

Date: 2/21/2007 11:39:15 AM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 4

Author:

Subject: #327-1

Date: 3/15/2007 6:08:05 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #327-2

Date: 2/21/2007 11:39:54 AM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 6

Author:

Subject: #330-1

Date: 3/15/2007 6:08:35 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7

Author:

Subject: #325-1

Date: 3/15/2007 6:07:39 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 8

Author:

Subject: #324-1

Date: 3/15/2007 6:07:26 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 9

Author:

Subject: #332-1

Date: 3/15/2007 6:08:52 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 10

Author:

Subject: #331-1

Date: 3/15/2007 6:08:43 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 11

Author:

Subject: #329-1

		<p>[#324-1 Recreation lake access closure] I am emailing to say that I am firmly against the closing of the Folsom, Beal and Granite Bay point. This would severely hinder recreational activities and revenue from boaters.</p> <p>[#325-1 Recreation lake access closure] I am writing this letter to protest the closure of Folsom Point. This access is one of the main entries into the Lake and allows for parking of boat and trailer. It is the only immediate Lake access to Folsom residents that can accommodate the large volume of boats put in and taken out of the water. [#325-2 Recreation remaining lake access] Brown's Ravine certainly isn't equipped for this, thus leaving Beale's point and Granite Bay entrances as the only remote access. We moved to Folsom because of the easy access to the lake and had just purchased a boat this Fall so we could be on and off the lake in 5 minutes. Closure of Folsom Point is unacceptable especially for 7 years. [#325-3 Socioeconomics] Not only does it limit the use of the Lake, but the amount of lost revenue to the City of Folsom will be enormous. Please find an alternative place to house the equipment. I am a resident of Folsom of 8 years. The closure of the Dam Road has diminished our quality of life enough. [#326-1 Recreation lake access closure] The thought that closing our access off to the only feasible access by bike or walking to lake is outrageous. I realize the dam needs to be raised to hold more water. The idea is a total disregard for us residents of Folsom. I live two blocks from the lake and we are not boaters, but I have children and a dog that frequent Folsom Point. There must other alternatives for your staging area. Please reconsider your position. It almost appears to be a personal issue vendetta against us.</p>
325	Kristin and Robert Jeffrey	<p>[#327-1 Recreation lake access closure] Please don't close Folsom Point! Like most nearby residents, we were attracted to this area by the easy access to Folsom Point, where activities like hiking, biking, fishing swimming, waterskiing and boating are close to us. We did not move to Folsom and don't have grandchildren and our grown children visit to they can go to the newest McDonald's or Starbucks. They like to walk or take their bikes up to the lake where they can enjoy the natural beauty surrounding the reservoir and participate in the many activities that go along with it. We share the area with many of nature's inhabitants as well, seeing bluebirds and owls, red tailed hawks and turkey vultures, even an occasional rattler or a coyote running through the grass. [#327-2 Socioeconomics] This loss would be a sad occasion for Folsom, and the surrounding boaters and fishermen who frequent our lake and drop some change in Folsom while they are here. Please consider the negative impact on our community before you close this natural gem.] Cheryl Walters, Folsom resident for 9 years.</p>
326	Don Hendricks	<p>[#328-1 General] Please understand that 7 years is a lifetime to many of us. Do not close Folsom Point for a lifetime.</p> <p>[#329-1 Recreation lake access closure] 7 years is too long to leave this key recreational access point closed to the public. Our family uses is 2-3 times per month, all year long.</p> <p>To whom it may concern,</p> <p>[#330-1 Recreation lake access closure] I heard today that you are considering closing the Folsom Recreation Area for seven years. I understand the reasoning for this, and as a Sacramento resident I would benifited from the increased flood protection. However, I think there has to be a better way. I am a mountain biker and I use the area at least once a week with the local mountain bike club the Folsom Breakouts. This would devastate our team. We have been riding the area trails every Tuesday for 26 years! I can also imagine what the closure would do to the local economy and I would think it would be devastating. Especially in the summer and fall! Please do not proceed with this proposal.</p> <p>To Whom it May Concern:</p> <p>[#331-1 Recreation lake access closure] Please, please, please don't close the Folsom Point Recreation Area! All year round, my husband is an avid mountain biker and goes to the area at least a couple times a week to blow off steam after work or enjoy his weekend riding with friends. He would be devastated if you closed it off, and so would I!! I'm not about to deal with him if he can't ride around... he'd drive me crazy! For the sake of my sanity... please keep it open!</p>
327	Cheryl Walters	
328	Sharon Kindel Rosalie Barton	
329	Obie Miller	
330	Clint Claassen	
331	Jennifer Claassen	
332	Russ Fay	<p>[#332-1 Recreation lake access closure] I would strongly oppose Folsom Point. There has to be another option. I live here because of the easy access I have to the trails around Folsom Lake. I am planning to retire here soon. It seems like a bypass trail around the point</p>

Date: 3/15/2007 6:08:27 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 12

Author:

Subject: #328-1

Date: 3/15/2007 6:08:18 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR..

<p>333</p>	<p>could be built so that there would be no impact to the daily users. ☞ #333-1 General] DO NOT CLOSE DYKE 8 THAT WOULD BE A BIG MISTAKE. I HAVE BEEN GOING THERE FOR 40 YEARS, STORE YOUR EQUIPMENT SOMEPLACE ELSE. January 26, 2007 Bureau of Reclamation Mr. Shawn Oliver 7794 Folsom Dam Road Folsom, CA 95630</p> <p>Re: Sacramento Metro Chamber Comments on the Folsom Dam Safety and Flood Damage Reduction Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR)</p> <p>Dear Mr. Oliver</p> <p>The Sacramento Metropolitan Chamber of Commerce represents over 2,500 member businesses and business organizations in the six-county Sacramento region. The Metro Chamber serves as the "Voice of Business" in the six-county Sacramento region and is the leading proponent of regional cooperation, encouraging local elected officials to cooperate across jurisdictional lines to address important public policy issues that impact jobs and the economy. We are writing to request that the Bureau of Reclamation provided additional consideration to avoiding and/or mitigating the economic damage of restricting recreation at the Folsom Lake State Recreation Area, specifically in regards to Folsom Point recreation area, and portions of Beal's Point and Granite Bay recreation facilities.</p> <p>Since its founding in 1895, the Sacramento Metro Chamber has been a leading force in supporting the construction of critical infrastructure to improve the economy, improve flood control and enhance the quality of life in the greater Sacramento region.</p> <p>The Metro Chamber endorses the Folsom Dam Raise Project to provide greater flood protection for Sacramento. ☞ #334-1 PD alternate haul and staging] We respectfully ask that the Bureau amend its' plans to include inexpensive engineering solutions, such as rerouting their haul road and relocating their staging areas so that public entry to Folsom Lake will remain open during their extended construction period.</p> <p>This much needed project will increase flood protection for the Sacramento Region to the 1 in 200 year level. However, during the seven year construction period, public access to Folsom Lake will be drastically curtailed. Granite Bay and Beal's Point entries will be partially closed, Folsom Point will be closed completely and Brown's Ravine will be impacted by overuse due to the other closures. ☞ #334-2 Socioeconomics] it is estimated by the Bureau that 816,000 visitors will be turned away with an economic loss to our communities of \$50,000,000. These statistics are troubling. We respectfully request that you provide additional consideration before moving forward with this project.</p> <p>There appears to be inexpensive engineering solutions to the Folsom Point closure that were not considered in the EIR/EIS. Specifically we believe that during the different stages of the overall project, material processing could potentially be sited at the old</p>
<p>334</p>	<p>Anonymous</p> <p>Matthew R. Mahood,</p>

Sequence number: 1

Author:

Subject: #334-1

Date: 3/15/2007 6:09:13 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #334-2

Date: 3/14/2007 6:36:31 PM

T See Response to Comment #12-1



Sequence number: 3

Author:

Subject: #333-1

Date: 3/15/2007 6:09:03 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

	<p>observation point, which is closed to the public, and in Section 29 near the Mormon Island Auxiliary Dam (MIAD) which does not have public access. We think it is of note that both of these alternatives are actually closer to the work sites. In regards to the <u>disposal site</u> we suggest Dike 7 and 8 areas could be utilized as disposal sites and leave Folsom Point free or designate it as a low priority disposal site. And, we suggest a slight alteration of the haul road route from that contemplated along the shoreline to slightly inland through Folsom Point passing through a culvert under the present public right-of-way.</p> <p>We ask that alternative solutions be given serious consideration and adopted so that our community will not suffer unnecessary economic disturbance and does not dramatically downgrade the quality of life activities people from the greater Sacramento region have when using the Folsom Lake State Recreation Area.</p> <p>Sincerely,</p>  <p>Matthew R. Mahood, President & CEO</p>  <p>John A. Lambeth Chair, Board of Directors</p> <p>Cc: Governor Schwarzenegger United States Corps of Engineers Sacramento Region Congressional Delegation Sacramento Region State Legislative Delegation Sacramento County Supervisors El Dorado County Supervisors City of Folsom City Council</p>	
335	Laura Hudak	<p>#335-1 Recreational Access Closure] I am writing to voice my concern of the closure of Folsom Point / Dike 8. This is a great recreational area for people in the Folsom community. With all of the different closures, there will no longer be convenient access to Folsom Lake. This area is used by so many different people (boaters, family picnics, scuba classes/training) and it would be a shame to see it closed.</p>
336	Kay Ann Markham	<p>#336-1 Recreational Access Closure] My family has lived right down the street from Folsom Point (formerly known as Dyke 8) for fifteen years and we have thoroughly enjoyed and have taken advantage of the recreational opportunities that go along with such close proximity/access to Folsom Lake (boating, fishing, jogging, walking, etc.). Close access to the lake was one of the primary reasons we purchased our home. Closure of Folsom Point would be a loss not only for my family and the surrounding neighborhood but for the entire city. Folsom Point is the closest access to the lake for many, if not most, of the citizens in Folsom. It would be a travesty if the citizens of Folsom were denied access to the lake on top of being forced to endure seven years of traffic impacts due to the project itself (impacts that are in addition to the existing traffic problems caused by closure of the dam road). Additionally, the loss of recreational visitors would have a negative impact on the city economically. Folsom Point needs to remain completely accessible to</p>

Sequence number: 1

Author:

Subject: #335-1

Date: 3/15/2007 10:32:07 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #336-1

Date: 3/15/2007 10:32:13 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

		<p>the public during the entire duration of the safety and flood control project.</p> <p>#337-1 Recreational Access Closure] As a resident of the Parkway and a boat owner, I am vehemently against the closure of Folsom Point. The Granite Bay boat launch fills up fast and many times during the summer you cannot even launch your boat from that boat launch. We usually launch our boat from Folsom Point because it is less crowded and only 1.5 miles from our house. As a Folsom resident, I am greatly concerned about the loss of income this would cause my community. There has to be another location. Seven years to be closed is much too long, and that is assuming everything would go as planned. The closure would more than likely go longer if deadlines were not met. The BLM must find another alternative. Closing Folsom Point for seven years is unacceptable!</p>
337	Jodi Wright	<p>#338-1 Recreational Access Closure] am certain there is another answer than closing Family point, we are a Folsom resident and use this picnic and and launch facility several times a week in the boating months. The lake is why we live in this area and Family point is the launch facility we along with hundreds of other visitors use. Seven years is along time to close anything and as with most time estimates is probably well short of the actual date. You should look for an alternative access for the duration of this construction project and maintain the value of this lake access to all residents and visitors. Please, Please, Please DO NOT close our community access to the lake!!!!!!</p>
338	Anonymous	<p>Dear Shawn Oliver, #339-1 Recreational Access Closure] We are appalled at the decision to close Folsom Point access. We have lived in Folsom since 1991 and have enjoyed the use of the access since then. In the fall, we fish and summer, boat camp and ski. We have a \$14,000 boat with accessories. We just finished building a RV access for the boat that cost \$5,000. In the summer months the access is always crowded in the mid-day hours. Where will these boaters go? Think how additional crowding will create unsafe launching elsewhere. We try to get on the lake early day to keep from waiting for long access. Even the wait makes more sense then to drive all the way around, (since the dam is closed) to Beal Point. In addition to the extra gasoline, the extra congestion on Riley, Rainbow Bridge and Folsom Auburn Rd. Beal Point can be crowded and unsafe too. I can only imagine what the additional demand will create. Why are there no options? Why can't the project include creating an access? I am sure the Core of Engineers can figure something. First it's Folsom Dam closure, now our favorite and almost only launch access. If I had known this was happening, I would have sold our boat and saved the \$5,000 boat access we just built. (I finished the gate yesterday)</p>
339	Kevin A. Miller	
340	Dianna Bowling	<p>#340-1 Recreational Access Closure] I oppose the closure of the Folsom Point Recreation Area. Find another place, don't take away our communities access to this area. Shawn Oliver:</p>
341	Kim Carrasco	<p>#341-1 Public Involvement] The manner in which this proposed closure was presented to residents is ridiculous. Closure by the U.S. Bureau of Reclamation of seven years is even more ridiculous. Seven months would be too long. Count me as a resident who is opposed to staging, storage or ANY closure of this treasure. Dear M Finnegan, I am usually in total agreement with the work and plans of the Bureau of Reclamation in providing the flood protection, power and recreation that we need. I agree that providing flood protection for the Sacramento Valley is necessary and vital to the well being of the residents, but I don't agree that closing Folsom Point is the only option for achieving that goal.</p>
342	Richard A. Shaw	<p>#342-1 Recreational Access Closure] Folsom Lake is a publicly owned lake but it only has a few access points for the public. Most of the remaining shore access is privately owned. When the dam road overlook was closed it affected traffic flow, but did not impact recreation much. However, the closing of Folsom Point restricts the access for recreational use to only one access point on the south side of the lake. Since the ramps already close early in the day because of high usage, we will have to tow our boats through town on busy afternoons to launch at one of the three access points on the north side of the lake. Folsom streets cannot accommodate this</p>

Sequence number: 1

Author:

Subject: #337-1

Date: 3/15/2007 10:32:20 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #338-1

Date: 3/15/2007 10:32:28 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #340-1

Date: 3/15/2007 10:32:49 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #342-1

Date: 3/15/2007 10:33:20 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #339-1

Date: 3/15/2007 10:32:35 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #341-1

Date: 3/15/2007 10:33:07 PM

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR. Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

		<p>impact, which will happen.</p> <p>#342-2 Wildlife] I am a biologist and hiker and I regularly hike through the open areas around Folsom Point. I have directly observed a great horned owl and a bald eagle. I believe that they are attempting to rehabilitate Folsom Point. Your biologists should be consulted on this for verification.</p> <p>I also serve on the school board for the Folsom-Cordova Unified School District. We adults are all concerned about the health and fitness of our children. Folsom Point is used by children for recreation for many months of the year, adding an incentive to get out and play with their families.</p> <p>I ask you to consider other options for staging the work on the spillway. We would be willing to work out some compromises that will accommodate the needs and desires of the Bureau of Reclamation and the residents of the area as well.</p> <p>Again, I support your efforts and hope that we can reach an agreeable solution.</p> <p>Mr. Oliver,</p>
		<p>#343-1 Recreational Access Closure] Please add my families name to the list of those in Folsom outraged by the proposed closing of Folsom Point until 2013. Folsom lake is one of the most attractive features of life in Folsom and this closure would require residents to find alternate sources to enter the lake such as Eldorado Hills and Granite Bay. The traffic through Folsom due to the dam closure is already very extreme. If Folsom Point is closed, all summer, people will be driving through town to get to alternate sites for access. Please reconsider this decision as it will have a great negative impact on our fine city.</p>
343	Denise Hackett	I do not believe that the bureau of reclamation has considered all options as there must be a better alternative.
344	Debra Rose	<p>#344-1 General] am a frequent user of Lake Folsom, and I subscribe to an annual pass, I am opposed to closing the boat ramp and Dike 8 for launching and other recreational uses.</p> <p>Shawn,</p> <p>#345-1 Geology/Soils/Asbestos] Thanks for the info. I've briefly looked at a draft already on line. The potential risks associated with naturally occurring asbestos - a big deal around here given the additional millions spent to mitigate the risk at the new local high school - is given remarkably little attention (no sampling, no risk assessment studies, etc.) in the document and should be revisited.</p> <p>#345-2 Recreational Mitigation] With regards to the loss of recreational opportunity with the proposed closure of Folsom Point, the EIR states that an "RC-1" mitigation measure will be instituted ("All construction related damages to recreation facilities will be replaced in kind by the appropriate agency..."). What exactly is being proposed to replace in kind seven years of lost utility for a major nearby recreational outlet? Especially since all other similar outlets will also be negatively affected?</p>
345	Chris Jennings	<p>#345-3 Wildlife] With regards to the burrowing owls, have any walking surveys been performed at the affected areas?</p> <p>Dear Mr. Oliver and Ms. Victorine,</p> <p>#346-1 Recreational Access Closure] I am writing to express my dismay at the proposal to close Folsom Point for an extended period while the damn is retrofitted. Given the extremely high level of use of this facility/area, the corresponding public impact and the economic impact (both for business and for individuals that have made significant financial investments based upon this public access), other locations should be identified to serve as construction staging areas. I recognize the importance of the retrofitting project. I believe that there are other alternatives for staging that don't have such a significant impact on the local population. We're not just talking about recreation.</p> <p>There are always alternatives. It is my hope that you will find them.</p> <p>Shawn Oliver January 26, 2007</p> <p>U.S. Bureau of Reclamation</p>
346	Leslie Grayson	
347	Ronald Stork Friends of the	

Sequence number: 1
Author:
Subject: #346-1
Date: 3/15/2007 10:34:11 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2
Author:
Subject: #343-1
Date: 3/15/2007 10:33:31 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3
Author:
Subject: #345-1
Date: 3/14/2007 6:43:31 PM

T Geologic evaluations of soil and rock conducted by Reclamation geologists have shown that there is no serpentine rock or asbestos bearing rocks within the area proposed for excavation of the Auxiliary Spillway. Soil and rock that may contain minute amounts of asbestos may exist east of Dike 8. Dust abatement measures will be employed for disturbance of soil at all construction sites including activities east of Dike 8.

Section 3.6 of the Draft EIS/EIR discusses the potential presence of asbestos in soil and rock and includes mitigation measures to be employed should asbestos bearing rock be encountered. The testing of soils for asbestos has occurred in the project area. Soil and rock in the Auxiliary Spillway to Dike 8 areas does not contain asbestos. Soil and rock east of Dike 8 has shown to possibly contain minute amounts of asbestos, well below regulatory standards. See Section 3.6 of the Draft EIS/EIR. Also see Section 4.3.11 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4
Author:
Subject: #345-2
Date: 3/15/2007 10:33:48 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5
Author:
Subject: #344-1
Date: 3/15/2007 10:33:38 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6
Author:
Subject: #345-3
Date: 3/14/2007 6:44:07 PM

T Vegetation and Wildlife - See Responses to Comments #72-2 and #121-3.

Sequence number: 7
Author:
Subject: #342-2
Date: 3/16/2007 4:35:12 PM

T Vegetation and Wildlife - See Responses to Comment #151-2


See Section 4.3.12 in Chapter 4 of the Final EIS/EIR for more information.

<p>River</p>	<p>7794 Folsom Dam Road Folsom, CA 95630 Annalena Bronsen Reclamation Board/Department of Water Resources 3310 El Camino Avenue, Rm. 140 Sacramento, CA 95821 Becky Victorine U.S. Army Corps of Engineers Sacramento District 1325 J. Street Sacramento, CA 95814</p> <p>Re: Comments on the U.S.A.C.E. Folsom Dam Modifications and Folsom Dam Raise Draft post Authorization Change (PAC) Report and the U.S.B.R./California Reclamation Board Folsom Dam Safety and Flood Damage Reduction Draft Environmental Impact Statement/Environmental Impact Report. Friends of the River offers the following comments and its support for alternatives or refined alternatives that feature a Folsom Dam auxiliary spillway capable of making objective-release flood releases (in combination with Folsom Dam's existing outlets) from the bottom of Folsom Reservoir's flood pool, minor raises of Folsom Dam to increase the size of the available flood pool, and environmental features such as the improvements to Folsom Dam powerhouse inlets and environmental restoration and recreational improvements in the Lower American River Parkway and Folsom State Recreation Area. We also support operational refinements to take advantage of new capabilities of the proposed project and look forward to working with Federal agencies, DWR, and SAFCA to develop them. Comments on Specific Sections:</p> <p>PAC pp. ES-1 & 1-2: The background discussion could benefit from greater precision. We quote the following section of the PAC report:</p> <p>In February 1986, major storms in Northern California caused record flood flows in the American River basin. Unprecedented high outflows from Folsom Dam and Reservoir, together with high flows in the Sacramento River, caused water levels to rise above the design freeboard of levees protecting the Sacramento River area.</p> <p>And in the draft EIS and EIR, the following statement consistent with the above was made: Dam operators at Folsom and Nimbus Dams were required to release approximately 130,000 cfs, 15,000 cfs more than the downstream levees were designed to accommodate as a sustained rate. Water levels rose well above the designated freeboard of downstream levees... p. 1-5.</p> <p>Readers might conclude from this discussion the following: 1) The 1986 American River flows were record inflows, 2) these record flood flows required the release of "unprecedented" high flows from Folsom Dam, and 3) there was widespread encroachment of design freeboard of Sacramento Area levees. There are problems with each of these statements that may mislead the reader.</p> <p>Record flows: The 1986 166,000 cfs 3-day mean volume unregulated inflows did exceed the previous 1964 3-day volume record inflow of 140,339 cfs. However, 1986 unregulated inflows did not exceed 1964 record mean 1-day unregulated inflows (171,000 cfs versus 183,240 cfs) or peak unregulated inflows (220,000 or 255,000 cfs versus 260,000 cfs).</p>
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		<p>In addition and more importantly, in its official rain-flood analysis for the American River Basin, the Corps has concluded the following: Based on descriptions of the 1862 event, the Corps supports the position that the estimated volume of the 1862 event should not be less than that of the 1997 event because the 1862 event resembles both the point precipitation and antecedent conditions which occurred during the 1997 event.</p> <p>4) The 1997 3-day volume was 164,000 cfs (essentially the same as 1986) with a much larger mean 1-day volume of 248,000 cfs than experienced in 1986 (ACE 1998 Rainflood analysis). Thus it appears that the Corps believes that the 1862 flood was also larger than the 1986 event—this unrecorded 19th century but still observed and estimated event prior to 1986 that served as the beginning foundation of the design considerations for Folsom Dam.</p> <p>5) Implication that unprecedented high outflows were required by high inflows: In a review of 1986 operations Folsom Dam, the National Research Council concluded that operations based on then existing operational rules would not have resulted in releases above the objective release from Folsom Dam.6 The NRC described this as follows:</p> <p>On February 13 and 14 the California Department of Water Resources (CDWR) began preparations for a full flood fight, given computer projections of a[n] extraordinary storm approaching the state from across the Pacific (CDWR, 1986). The American River flood flows began in earnest on February 15, with inflows rising to over 60,000 cfs early the next day, but Figure 2.1 shows that Folsom operators did not begin to evacuate the flood control storage volume, nor did releases from Folsom match the inflows to the lake. Operators expressed a major concern for the effect of large Folsom releases on recreational facilities in the lower American River floodway; releases were held to 20,000 cfs for 36 hours. This is inconsistent with the 1977 USACE flood control diagram in force at the time; the diagram states that when Folsom storage is in the flood control reservation the water "shall be released as rapidly as possible" subject to ramping limits.</p> <p>Even after increased releases from Folsom began on February 16, and before they reached the 115,000-cfs limit, Folsom releases continued to lag behind inflows into Folsom Lake by 30,000 cfs or more. USACE-prescribed ramping limits of "15,000 cfs during any 2-hour period" do not appear to have limited the rate of increase of Folsom releases during the 1986 flood, nor were physical release rate limits at Folsom Dam a constraint given the initial elevation of the reservoir.</p> <p>If the Bureau of Reclamation had been able to more closely match outflow to inflows while inflows were less than 115,000 cfs, then releases into the American River would not have exceeded 115,000 cfs during the 1986 flood using the nominal storage capacity of the reservoir, even without anticipation of the Auburn cofferdam failure. Fortunately, disaster was averted by the use of extra surcharge storage in Folsom and by the ability of the downstream channel and levee system to handle releases of 130,000 cfs.</p> <p>7) In a partial response to this 1986 operational history that would be reviewed by the NRC, the Flood Management Plan developed by the Sacramento District A.C.E. and Reclamation in 1995 incorporated policies to avoid excessive delays in making required flood releases from an encroached reservoir flood pool.</p> <p>8) The NRC's subsequent conclusion is not inconsistent with Folsom Dam's design criteria. As you know, the original reservoir inflow design flood for Folsom Dam had a peak inflow of 340,000 cfs, well above the unregulated peak flow experienced at the dam in 1986.</p>
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		<p>Encroachment of design freeboard: While the 1986 event did cause significant encroachments into the design freeboard of some Sacramento area levees, the Natomas East Main Drain (Steelhead Creek) being the principal example (a circumstance that resulted in the Sacramento Area Flood Control Agency's [SAFCA] North Area Local Project), the high water in 1986 did not result in general encroachment into the design freeboard of Sacramento area levees. A description of design freeboard of American River levees and the 1986 flows was made published in the January 1995 Proceedings of Phase Two, The Lower American River Task Force. The Proceedings assessed existing levee freeboard conditions at various flows along the American river and concluded the following:</p> <p>For a release of 115,000 cfs, the existing minimum is the same for both left and right bank levees (about 6 feet). The 130,000 cfs release condition also has about the same freeboard at the lowest point (interpolated to about 5.5 feet). p. L-2, L-3.</p> <p>As described in more detail in the Proceedings, the original (before Folsom Dam and the accompanying levees) design freeboard of the then existing American River levees was three feet. Presently, the design freeboard varies by river reach between three or five feet of freeboard (at 180,000 cfs) or three feet of freeboard (at 152,000 cfs). Thus, with the important exception of some of the levees that conveyed flows from creeks upstream of Natomas, the 1986 event did not result in flows that would be necessary for encroachments into the design freeboard of Sacramento area levees.</p> <p> #347-1 Hydrology Existing Conditions In light of these comments, the final documents should be revised to provide the reader with a more accurate, complete, and useful description of the background circumstances that resulted in the last two decades of flood-control planning in the Sacramento area.</p> <p>PAC Report, p. 3-2: The PAC report asserts the following: To date, and based on current technology, no reliable forecast-based operation has been identified that could be implemented without the potential for both induced flooding in other areas of the Central Valley and major impacts to other water resources outputs from Folsom Reservoir.</p> <p>This statement makes inferences as to facts and law that both appear to be both premature and in error. The draft EIS/EIR appears to provide a more careful and satisfactory explanation of the process and considerations that may result in operational (including forecast-based) changes to Folsom Reservoir operations once construction is complete:</p> <p>The Corps and Reclamation as directed by, and/or authorized by Congress, and under the appropriate agency authorities and agreements would update the existing Water Control Manual of 1987 or develop a new water plan and control manual. Upon selection of either preferred joint Folsom DS/FDR alternative or stand-alone dam safety hydrologic risk reduction or flood damage reduction alternatives, the Corps as the lead agency, in cooperation with Reclamation, would determine the basis for the updated/new plan. Decisions would be based on existing authorizations or reauthorizations, or new authorizations.</p> <p>The updated/new plan would analyze weather, basin wetness, precipitation, upstream reservoir storage, and reservoir inflow forecasts to help determine appropriate comprehensive flood control operations procedures. The environmental impacts on all pertinent aspects of the human environment, and the natural environment, and the natural environment would be evaluated in a separate environmental compliance document. The Water Control Manual would likely go through multiple revisions as the various structural modifications are completed at the Folsom Facility, but it is expected that a Final Updated Flood Management Plan and Flood Control Manual would be completed before construction on the Folsom DS/FDR project is completed.</p>
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Sequence number: 1


Author:

Subject: #347-1

Date: 3/16/2007 1:45:26 PM

T Hydrology Existing Conditions – Flood control planning is not the scope of this EIS/EIR. The Folsom DS/FDR EIS/EIR addresses construction of required changes to the Folsom Facility, some of which address flood damage reduction issues. There are a number of documents, including those referenced in the comment, that describe flood control planning for the region.

The data cited in the comment does not reflect the effects of the Auburn cofferdam failure. Concur that releases of 130,000 cfs was not required. Suggested Replacement text in the Corps PAC Report is as follows: In February 1986, major storms in Northern California caused record flood flows in the American River basin. Due to the failure of the Auburn Dam cofferdam, Folsom officials released 130,000 cfs. Unprecedented high outflows from Folsom Dam and Reservoir, together with high flows in the Sacramento River, caused water levels to rise above the design freeboard of levees protecting the Sacramento River area.

		<p>This Folsom DS/FDR EIS/EIR generally considers operations affected by proposed structural modifications; however, a detailed analysis of operational impacts cannot be determined at this time. Upon the selection of a preferred alternative(s), Reclamation, the Corps, SAFCA, and the DWR/Reclamation Board would fully coordinate and address relevant congressional directives to evaluate the existing requirements related to operations and consider possible changes as appropriate. The environmental impacts associated with proposed changes and operational impacts required for supplemental environmental compliance documentation [sic]. The required compliance documentation shall be completed in parallel with a Final Updated Flood Management Plan and Water Control Manual, and is anticipated to be completed in 2010. pp. 2-69, 2-70.</p> <p>Other similar discussions concerning revisions to the Water Control Manual can be found throughout the draft EIS/EIR (pp. 1-8, 1-9, 1-43, for example) Although the draft EIS/EIR language would argue that a critique of the PAC report's conclusionary statements regarding forecast-based operations is premature, comments and a responsive revision to the final documents are probably warranted. Therefore, the following observations are offered:</p> <ul style="list-style-type: none"> • The Central Valley areas that might experience (slightly earlier) induced flooding from advanced releases in very large floods are part of the Sacramento River Flood Control Project river and bypass system. The rights to make operational flood releases into these areas already exist and are routinely exercised. • Forecast-based operations during very large floods (such as advanced releases before reservoir flood-reservation encroachment, and pre-emptive releases [releases in excess of objective-release constraints to avoid making leveebreaking larger releases])—and during more routine situations (conditional storage into reservoir flood pools)—were operational requirements in the ACE Folsom Reservoir Regulation Manual from 1956 to 1987. Congress directed the Corps to resume such operations in 19939 and again directed the Corps to update these operations in 1999 when it authorized outlet improvements at Folsom Dam in the Water Resources Development Act of that year. Forecastbased operations were also part of the Folsom Dam raise project described in project documents authorized by Congress in 2004. • The Sacramento District A.C.E. developed a Spring forecast-based operations plan, with analysis and rationale, for implementation on a trial basis and presented the plan to the California Weather Symposium at the 2003 Lower American River Science Conference.¹⁰ • Technical experts at the many annual presentations of the California Weather Symposium, including Corps, DWR, and National Weather Service staff have generally shown considerable confidence about their ability to predict very large floods in the American River Basin. • Any multipurpose reservoir operation involves a balance of risks between flood-control and water conservation/power interests. Forecast-based operations preserve that balance of risks but enhance the multipurpose benefits of the dam with operations that benefit both interests—with both early flood-control releases (for very large events) and conditional storage (during most years when very large floods do not appear). <p>If language in the PAC Report cannot be constructed to provide the reader with a clearer grasp of the opportunities and considerations involved in developing a revised Water Control Manual that resumes forecast-based operations, the misleading PAC report language should be deleted and the draft EIS/EIR language can stand alone.</p> <p> #347-2 PMF Risk Calculation]We noted with some interest the depiction of the calculated annual risk or recurrence interval associated with the Corps of Engineers' or Reclamation's estimated PMF(s). The draft EIS/EIR notes the following:</p>
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Sequence number: 1


Author:

Subject: #347-2

Date: 3/16/2007 1:45:58 PM

T Corps - Concur. Generally, the PMF event is extremely rare such as 1/105 to 1/104. Statistical gurus have dissuaded us from estimating or labelling events beyond the 1/200 using the unregulated frequency curves developed for the American R basin. At this time, several interested parties are trying to develop a method for determining the frequency for extreme events. Suggested replacement text is as follows:

Recent estimates indicate that a frequency of flood approximately the same size as a PMF would have a recurrence interval somewhere between 1 in 7,100 and 1 in 22,000 years. between 1 in 105 and 1 in 104. At this time, several interested parties are trying to develop a method for determining the frequency for such an extreme event on the American River. For dam safety purposes, the PMF event is necessary for sizing the spillway to prevent dam overtopping where the consequences of failure are significant.

		<p>Recent estimates indicate that a frequency of flood approximately the same size as a PMF would have a recurrence interval somewhere between 1 in 7,100 and 1 in 22,000 years. (p. 1-10)</p> <p>The draft EIS/EIR also notes the following:</p> <p>There is a high probability of a series of large storm events occurring within the American River Drainage Basin above Folsom Dam. Due to the limited capacity of the reservoir to safely contain these inflow volumes and the Dam to control releases within the safe carrying capacity of the downstream levees, structural modifications are required to reduce the probability of overtopping during a PMF event. Structural modifications are also required to improve the current level of flood protection during lesser flood events. (p. 1-5)</p> <p>By their very conception and purpose, PMFs are not high probability events. Indeed, they are created by modelers to size dam-safety features such as spillways so that an exceedance never occurs. The preceding paragraph could be read to imply otherwise.</p> <p>It is, of course, interesting to have some idea of the <i>calculated</i> annual risk probability of experiencing the estimated PMF. However, the draft EIS/EIR fails to provide sufficient cautions to the reader about the reliability of such frequency extrapolations of a 100-year stream-flow record and estimates on the volume of the historically experienced 1862 flood. The Bureau's Flood Hydrology Manual¹¹ provides important insights that should be reflected in the EIS/EIR: In fact, there are not enough data to extend frequency curves to anywhere near this limit [the PMF]. (p. 195)</p> <p>Practical rule-of-thumb knowledge, which is supported by statistical calculations, indicates that frequency curves are reasonably reliable out to return periods of about the sample record length. The current Bureau practice is to limit the extrapolation of the curves to twice the length of record, or 100 years, whichever is longer. In cases where catastrophic loss, loss of life, or dam safety are involved, further extrapolations can be used as justified on a case-by-case basis. (p. 204)</p> <p>The American River rain flood frequency analysis by the Corps of Engineers prepared with the advice of the National Research Council's Committee on American River Flood Frequencies does not extrapolate the frequency curve beyond 1 in 200.¹² This seems consistent with Reclamation's manual guidance as well, although both documents acknowledge that some uses may require cautious additional extrapolation.</p> <p>We suggest that the draft EIS/EIR contain a more accurate description of the purposes for which PMFs are created and their highly improbable nature. Also, when describing the annual risk or recurrence intervals of such a high-flow event, it would be helpful to explain that these are <i>calculated extrapolation</i> estimates and that the actual probability distribution of the American River PMF, or any PMF, is not known. Nevertheless, regardless of calculated frequency estimates, it is Reclamation's policy and a general dam-safety standard to construct spillways adequate to convey PMF estimated flows where the consequences of failure are significant.</p> <p> #347-3 Design Flood Calculation Finally, we request that project performance also be portrayed in terms of the reservoir design flood—that is, the volume of the design hydrograph in terms of peak, 1-day mean, and 3-day mean, or perhaps 5-day mean flows in cfs that can be accommodated before some critical design constraint such as a design freeboard at the dam, dike, or levee is encroached. These operational constraints should, of course, be documented as well.</p>
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Sequence number: 1

Author:

Subject: #347-3

Date: 3/14/2007 8:19:22 AM

T Design Flood Calculation -The Corps typically analyzes the flood damage reduction performance of their projects in their engineering reports. However, the minimum project requirement is to meet the local non-federal sponsor's goal of 200-yr design flood protection for the Sacramento area.

	<p>The purpose for such documentation is to permit comparison of historic and modeled floods with contemporary performance estimates as well as those that are available in historical flood-damage-reduction planning documents before the adoption of level-of-protection or risk-and-uncertainty-based performance descriptions. We are not alone in requesting such estimates. We believe that such supplementary descriptions are supported by SAFCA. Also, the National Research Council's Committee on Flood Control Alternatives in the American River Basin suggested the use of design flood volume comparisons with known flood flows to assess relative project performance.</p>	
<p>348</p>	<p>[#348-1 General] I object to limiting access to Folsom Lake for 7 years to accommodate construction equipment. First, the Bureau of Reclamation closes Folsom Dam Road which caused financial hardship on many small businesses in Folsom, as well as huge traffic congestion and now you want to close Folsom Point recreation area for up to seven years. [#349-1 Socioeconomics] Does the Bureau have any idea what this will do financially to the businesses in that area? [#349-2 Recreational Access Closure] There is plenty of vacant land around Folsom that I'm sure could be used for the staging area for this project, instead of closing down a major summertime recreation area. Why doesn't the Bureau come up with a few different locations for their staging area and then let those choices be reviewed by the City of Folsom for a final decision.</p>	<p>Duran Quick</p>
<p>349</p>	<p>To whom it may concern, As I know there is a need to increase the flood protection, there much be other avenues to the staging area for the equipment. Causing such a impact to a community financially as well as to the citizens that live within and around that community is just unacceptable. I have live in Folsom for nearly 13yrs. One reason that drew me to this city was the recreation activities and access to Folsom Lake for my three kids. [#350-1 Recreational Access Closure] Closing one of the main recreational areas for seven year, again I believe is unacceptable especially during the formable years of my kids lives.</p>	<p>Bonnie Amoruso</p>
<p>350</p>	<p>[#351-1 Recreational Access Closure] I am writing to you about the conflict with Folsom Point. I am amazed that there are no more alternatives other than to screw the people of Folsom once again. Why don't you rename the lake "Granite Bay Lake" or "El Dorado Hills Lake". The people of Folsom are tired of being pushed around by the bureaucratic process. First, Came the closure of the Dam road and now the closure of a very popular recreation area. Mr. Oliver I am sure the people of Folsom can come up with an ancient burial ground or Spotted Owl habitat that would shut this program down for several years. Thank you for your time and remember "DON'T CLOSE FOLSOM POINT".</p>	<p>Jerry Boyd</p>
<p>351</p>	<p>Mr. Oliver: [#352-1 Recreational Access Closure] I'm still in shock that anyone thought this suggestion to close Folsom Point for seven years was a good idea. A staging site for construction equipment??? Entire shopping centers are remodeled and rebuilt and not one place of business ever closes to the public to make this happen. Yes, I expect some sort of inconvenience, but I can still shop. I have lived in Folsom since 1983--I bought a boat in 1984 and I have owned one ever since. I have launched my boat at Folsom Point (we still call it Dyke 8) at least 2-3 time a week since then. We can have a family (and friends) vacation any day of the week. We don't have to make long term plans and drive for miles to make some lasting memories. My friends and I take our walks there, we walk our dogs there, we take school children on hikes and nature studies there, we enjoy the sunset there. I live in Folsom and this is FOLSOM LAKE--why should I have to drive to another town to see it???enjoy it???use it??</p> <p>I'm sure there are other solutions to this construction problem that would not shut out 60,000 citizens from Folsom Lake and all that it has to offer .</p> <p>Thank you for your time and your careful consideration</p>	<p>Dave Buck</p>
<p>352</p>	<p>Hello,</p>	<p>Daylene Buck</p>
<p>353</p>	<p>[#353-1 General] Just a note to let you know how my family and I feel about the proposal to close Folsom Point... Easy Lake Access is why we moved here, and Folsom Point is our favorite family recreation spot. If it closes, we will move out of the County, and look for another place to live. I don't think you realize the impact to business and families....</p>	<p>Neil Pearl</p>

Sequence number: 1
Author:
Subject: #349-2
Date: 3/15/2007 10:34:35 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2
Author:
Subject: #349-1
Date: 3/4/2007 9:25:31 AM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 3
Author:
Subject: #350-1
Date: 3/15/2007 10:34:44 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4
Author:
Subject: #352-1
Date: 3/15/2007 10:34:55 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5
Author:
Subject: #351-1
Date: 3/15/2007 10:34:50 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6
Author:
Subject: #353-1
Date: 3/15/2007 10:35:03 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7
Author:
Subject: #348-1
Date: 3/15/2007 10:34:25 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

<p>354</p> <p>James D. Sprenger</p>	<p>My name is James Sprenger. I am not satisfied with the statement that you would close several public access areas in order to stage construction equipment, supplies & debris. [#354-1 Recreational Access Closure] The idea that you can not find enough area in which to store construction equipment is with out merit. Why not build into construction cost an area to be built up just north of the dam that can be turned into another public access area at the completion of construction? Will it cost a bit more yes but it will also keep the other areas open for the public and as an added bonus it will create more public access area for the Sacramento areas continuing growth. Remember the Sacramento area population should be around 2.6 million in the year 2010. We are growing fast. If I, a layman, can come up with this solution I'm sure you can make something work. Something, that really works for everyone.</p>
<p>355</p> <p>Maria Noori</p>	<p>To whom it may concern, [#355-1 Socioeconomics] As a former resident of Folsom I was informed of the possible 7yr closure of Folsom Point. This is an outrage for the people who live there in Folsom and also for the many who visit Folsom Point to enjoy all the beauties of nature. also agree that this will damage the economic situation as all the people who would normally spend their time and money at Folsom Point will be going elsewhere. We used Folsom Point for taking the dog for a walk, for family picnics and to take our boat out. I really do think this is a grave mistake and should be thought over and some other decision made.</p>
<p>356</p> <p>Julia Fox</p>	<p>Hello, [#356-1 General] Closing Folsom Point for seven years would have a negative impact on the area. Folsom Point is one of the factors that make Folsom so attractive for visitors and residents.</p>
<p>357</p> <p>Linden 'Chip' Lim</p>	<p>[#357-1 Recreational Access Closure] Please find an alternative to closing Folsom Point.</p>
<p>358</p> <p>Jim Donnell</p>	<p>To whom it may concern: [#358-1 Recreational Access Closure] I am opposed to the current plan to close Folsom Point and other parts of Folsom Lake to recreation to enhance the flood protection. I recognize the need to improve our flood protection and water storage capacity and ask that the Bureau look at other alternatives that will not affect the public use of Folsom Lake.</p>
<p>359</p> <p>Barbara Zawadzki</p>	<p>[#359-1 Recreational Access Closure] I am against the closure of Folsom Point. I live in Folsom and have seen the dam road and the small park closed. I used both of those facilities until the closure. Now, the point is to be closed. I also use it. There has to be another alternative. I'm tired of my recreational areas being closed.</p>
<p>360</p> <p>Jane Cook</p>	<p>[#360-1 Recreational Access Closure] I am so upset that you are now considering closing Folsom point for the construction of the new crossing. I live in Briggs Ranch. We bought our house for two reasons – access over the river and access to the lake. I worked in Roseville and my husband works in Folsom and one of had to cross the river so the Damn crossing made our neighborhood perfect for my commute. After the damn was closed my commute went from 40 minutes a day to well over 1 hour and 45 minutes. I have 2 small children and that was unacceptable. I quit a job I loved because of the closure. Now I hear that you are going to destroy the other reason we bought our house which is the great access to the lake. You have the entire look-out point to work with as well as all the top of the damn and the other side of the damn road at Folsom Blvd, not to mention the State prison land. Leave our State Park alone. Honestly, you have hurt our neighborhood enough. You have hurt our town enough. I'm disgusted at even the careless thought of doing this. We are people. We pay a ton in taxes. We pay for the right to use our state park every time we enter it. It brings money into our town but it also is something that the families of Folsom use together. It is at the heart of our town. Please don't do this.</p>
<p>361</p> <p>Bruce R. Thomas</p>	<p>Dear Ms. Victorine, [#361-1 In Support of Project] Upgrades at Folsom Dam are needed for protection against flooding in Sacramento. Sacramento currently has the least protection against flooding of any major city in the US. Upgrading of Folsom Dam is cost-effective for taxpayers and will rapidly provide the enhanced flood control so desperately needed for Sacramento.</p>

Sequence number: 1

Author:

Subject: #360-1

Date: 3/15/2007 10:36:12 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #359-1

Date: 3/15/2007 10:36:06 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #358-1

Date: 3/15/2007 10:35:59 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #357-1

Date: 3/15/2007 10:35:51 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #354-1

Date: 3/15/2007 10:35:11 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #361-1

Date: 3/14/2007 6:52:57 PM

T The Bureau of Reclamation and the Corps of Engineers appreciate the comment reflecting support for the project.

Sequence number: 7

Author:

Subject: #355-1

Date: 3/15/2007 10:35:39 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR. Also see Response to Comment #12-1.

Sequence number: 8

Author:

Subject: #356-1

Date: 3/15/2007 10:35:45 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

362	Barry Fowler	<p>Hi, I'm a long time resident of Placer County and typically use Folsom Point (Dyke 8) frequently. I'm pretty familiar with the area. Folsom Point is a unique venue of Folsom Lake in it is a wonderful family place where one can drive in to and meet people who have boats or in other situations, experience a simple nice day in a beautiful cove and play in the water. It has may old oak trees, shade, a gentle slope to the water and is generally a very safe place for family picnicking as well as combining "non aggressive boating" with a beautiful beach environment. I don't have a photo of the situation but perhaps I can point it with words. One time (well before my 8 yr. old son was born) I idled to the shore there and ate a sandwich while the sun warmed us up. It's a soft bottom (no rocks to hurt one's feet). We got out and sat on the edge of my little boat's deck and watched some children playing in the water's edge. I remember hearing a little 3 (or so) old girl shrieking with amazement that she's found a large frog. Her brother also found one and her's got away. It was so priceless to hear her say "he's got a frog but I don't have one." Sort of silly and they didn't really torture the frogs too much but it was such an innocent experience. After my son was born, it was the first place we visited on the lake because I *knew* it was a family-friendly place on the lake. Frankly, the best.</p> <p>[REDACTED] #362-1 Recreational Access Closure] There are many places to stage a construction crew on the lake. To the East of Folsom Dam, there is a large parking lot that is no longer used (thanks to 9-11). There is a very good road leading to the site. That could be one such staging area. There are others downlill to Natomas Road. There are so many other possibilities and I realize you folks are dealing with constraints of many types but there is so much room to deal with that is available. Please take Folsom Point in to consideration when making your choices. It is frankly *the* best launch ramp and family picnic area on Folsom Lake and I've been using it since 1980. It's a healthy respite to the likes of Granite Bay.</p>
363	David Pate	<p>Hi, [REDACTED] #363-1 Alternatives Formulation] I don't know much about the situation with Folsom dam. I just had a thought I wanted to pass on. If the big problem is raising the dam to increase flood control, why not build a 2nd dam just downstream that is taller? You would only need to close the gates in case of an emergency situation. Folsom dam as it is could still be used. Plus you could open the road since a terrorist blowing up the dam would lose any real impact. Just a thought. Thanks for your time.</p>
364	Casey Keller	<p>Mrs. Victorine, [REDACTED] #364-1 Recreational Access Closure] I strongly object to the closure of Folsom Point ! I do realize work needs to be done to improve and enhance the dykes and dam. For this, I commend your efforts. However, Folsom Point is the only access to Folsom Lake within the City of Folsom and thousands of residents and visitors use this access. I myself use it almost every day. Wether I am walking my dog, running, cycling, kayaking, picnicing, boating, playing with my children, catching a moonrise or sunset, this access is invaluable to Folsom residents and visitors. I strongly oppose the closure of Folsom Point State Recreation Area. Please find other alternatives to this proposal, as closing this gem is unacceptable.</p>
365	Jeff Onderko	<p>[REDACTED] #365-1 Recreational Access Closure] As a frequent user of Folsom lake and the beaches and trails, i would like to voice my opinion on the proposed Folsom Dam Project. I frequently use the Beales Point Recreation Area and multiple other recreation areas on the lake for personal pleasure and exercise. I would be greatly disappointed in seeing the closure of this great recreation area, as so many others would. However, if the closure of the recreation area means a safer dam, building a new spill way and reinforcing Mormon Island than i support the closure for the use of storing equipment. Having said that, i will expect the area to re-open ASAP.</p>
366	Robert Simpson	<p>[REDACTED] #366-1 General] As a resident of Folsom, I request you intervene to prevent the closing of Folsom Point on Folsom Lake related to potential federal construction.</p>
367	James A Cost	<p>I would like to voice my very strong objections to closing the Folsom Point recreation area for dam re-fitting. I am a medically retired, 30-year veteran police officer with congestive heart failure and throat cancer. I relocated to Folsom for it's therapeutic environment. I</p>

Sequence number: 1

Author:

Subject: #364-1

Date: 3/15/2007 10:36:32 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #365-1

Date: 3/15/2007 10:36:38 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #362-1

Date: 3/15/2007 10:36:23 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #363-1

Date: 3/14/2007 7:01:39 PM

T Alternatives Formulation – As described in Chapter 2 of the Draft EIS/EIR, a number of alternatives to the proposed project were evaluated as part of the project planning process. These include identifying alternative reservoir locations. Due to population growth and land use issues, there is no viable location for a downstream reservoir. In addition, this alternative would not address Reclamation's dam safety objectives.

Sequence number: 5

Author:

Subject: #366-1

Date: 3/15/2007 10:36:44 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

		<p>have wild turkeys in my yard, I can hear coyotes at night, and I see Canada geese overhead. There is an overall quiet in the air, traffic flows freely and people are friendly. This is a stress free environment that helps keep me alive. One of my few remaining recreations is going to Folsom Point with my family or occasionally alone to enjoy the unique beauty of the natural surroundings, which intertwine with the splendor of a man-made lake. From hiking, boating, picnicking or just sitting with a cup of coffee, Folsom Point truly a treasure. Having worked in government all my life I know there are others options available for the re-fit staging. They may cost a little more, may be a little less convenient, but most certainly are less destructive to the quality of life we have here than closing Folsom Point. #367-1 Recreational Access Closure] As a fully disabled person who depends on Folsom Point, I urge you to do the right thing and keep Folsom Point recreation area open.</p>
<p>368</p>	<p>Steve Canova</p>	<p>To whom it may concern, After living in the Bay Area for 46 years, I moved my family to Folsom 3 years ago for many reasons. One of the most important being the lake. We are boaters, live 5 minutes from the ramp and have been in absolute heaven ever since we moved. We paid a premium for our house and were glad to do so to be able to get on the lake so quickly and easily. We invite friends and family from all over to come and visit and we take them out on the lake. If you close the ramps you would be taking all this away from us, not to mention destroy our property value. It was one heck of a difficult effort to sell our last house, buy our current one, find new jobs and pull my son out of his old school and send him to a new one. But, we did it and we are all thriving here. The lake is a major reason why. We ski, wakeboard, tube, kayak, fish and more. #368-1 Recreational Access Closure] My story is certainly not unique. I would guess there are hundreds if not thousands with the same reason for being here. Closure of the ramps would negatively affect us all. Just as closure of the Dam Road did. I realize the work is necessary but, surely there are other areas to stage from. I implore you not to take away our jewel while the work is being done.</p>
<p>369</p>	<p>Barry Calfee</p>	<p>#369-1 Recreational Access Closure] I live in Folsom and use the Folsom Point Recreation area on average 15 times per year. I do not want to see it closed. Please figure out another alternative so that it remains open. Move some dirt to the side of the parking lot at Folsom Point and you will have plenty of room, there are acres of land and use that as the staging area.</p>
<p>370</p>	<p>Richard Reid</p>	<p>#370-1 Recreational Access Closure] SURELY WITH ALL THE LAND THAT THE BUREAU OWNS AROUND FOLSOM DAM, A LESS DISRUPTIVE STAGING AREA CAN BE FOUND AND LEAVE FOLSOM PT. TO BE ENJOYED BY THE CITIZENS. DON'T PULL THE GOV'T HEAVEY HAND ROUTINE WITHOUT DOING YOUR DO DILIGENCE TO FIND A MORE SUITABLE SITE. rrreid</p>
<p>371</p>	<p>Scott T. Davis</p>	<p>#371-1 Socioeconomics] would like to register my objection to the proposed closing of the Folsom Point Recreation Area as a staging area for the Folsom Lake Bridge Project. Closing this area for several years will severely impact area businesses and negatively effect quality of life for all residents of Folsom.</p>
<p>372</p>	<p>James A. Roberts</p>	<p>#372-1 PI Extension Request] An extension of the time for review of the reference EIS/EIR is requested. This request is made both (1) as a member of the Facilities, Transportation, and Finance Committee of the San Juan Unified School District and (2) as a resident in an area which would potentially be adversely impacted by the potential adoption of the project. In neither case (the District or the residences in the potentially affected area) did we receive notice of the availability of the subject EIS/EIR for review. At a meeting last Wednesday, January 24th, to review draft materials on another Bureau project, I was asked what my opinion was of the referenced project. I had no idea that it was even being proposed! After reading a copy of the Executive Summary, which was given to me that day, I realize that careful and full review of the document is critical. Today, at another meeting I was told that the comment period was to close today.</p> <p>As a professional in the field of environmental assessment, I understand what pressure you are going through to prepare the</p>

Sequence number: 1

Author:

Subject: #368-1

Date: 3/15/2007 10:36:58 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #370-1

Date: 3/15/2007 10:37:10 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #369-1

Date: 3/15/2007 10:37:04 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #367-1

Date: 3/15/2007 10:36:53 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #372-1

Date: 3/4/2007 5:39:27 PM -08'00'

T Public comment period extension request. A 4-day extension was granted for the public comment period. Also see Section 4.3.2 in Chapter 4 of the Final EIS/EIR for more information on public involvement.

Sequence number: 6

Author:

Subject: #371-1

Date: 2/19/2007 5:46:05 PM -08'00'

T Socioeconomics Business - See Response to Comment #12-1

	<p>documentation and to act upon the project. However as a citizen of the community which may be adversely affected, I also understand that we must do whatever we can to ensure that the document is fully vetted by all stakeholders. Needless to say, without a full review by all stakeholders, the Bureau's process is considerably flawed.</p>	
<p>373</p>	<p>[b] (373-1 Climate Change) How are you handling the effects of climate change on the project and the effects of the project on climate change? The text that I have seen is silent on these issues.</p> <p>My family resides in El Dorado Hills and we are enthusiastic boaters who regularly use the Brown's Ravine boat launch. As I'm sure you are aware, this facility is extremely busy during the warmer months and we find that boating on the weekends is very difficult. The facility is essentially impacted. With the expected growth of El Dorado Hills in the next few years, it is logical the pressure on Brown's Ravine will become even greater. I was very surprised to learn of the Bureau's plans to close down one of the few access areas (Folsom Point) for 7 years. I was even more surprised to read that the City of Folsom was just as surprised at our plan. It seems incomprehensible that The City which your plan so dramatically affects would not be part of the process and consulted for alternatives.</p>	
<p>374</p>	<p>[b] (#374-1 Recreational Access Closure) I would strongly urge the decision makers to look for other options for the construction yard. Many people in this region would be adversely affected by your proposed plan and closing one of the few access points would make an already difficult situation even worse. A City of Folsom Official was quoted as saying they are offering alternative sites for your consideration. I sincerely hope the Bureau makes every effort to keep Folsom Point open.</p> <p>To Whom It May Concern:</p>	<p>Dan and Dalisa Sanford</p>
<p>375</p>	<p>[b] (#375-1 General) We live at 209 Briggs Ranch Drive in Folsom and my family and friends have enjoyed having close walking distance access to the Folsom Point park and recreation area. The highest selling point when buying our house 3 years ago was that we were so close to the lake. Please include me on the record as being Opposed to the Closing of Folsom Point.</p>	
<p>376</p>	<p>[b] (#376-1 Recreational Access Closure) As regular users of Folsom Point, it would be very difficult to go to a different location for the years this would be closed and unavailable to the public. We strongly recommend a staging location that is not used by such a large segment of the public.</p> <p>Please be advised that we, citizens of Folsom, CA, have been put on notice that a proposed closure of our park is scheduled for the fall of 2007. This proposal comes from the Bureau of Reclamation and the U.S. Army Corps of Engineers. It is our understanding that our beautiful park and recreation area will be used as a construction staging area for different work projects on the dam and Mormon Island Spillway by the Bureau and Army Corps of Engineers.</p>	<p>Martin Kiff</p>
<p>377</p>	<p>[b] (#377-1 Recreational Access Closure) It is our belief that this closure will have deep and dramatic effects on families, businesses, tourism and the environment. The consequences are far reaching. This is a family community. We bring our children to the late to walk, bike, swim, picnic, fish, boat and just enjoy nature. This scenario is repeated over and over again. Folsom Point is one of the reasons people buy homes in this area. This park is one of the jewels of Folsom. Bird Watchers frequent the park. [b] (#377-2 Wildlife) might point out that even though the Bald Eagle is no longer on the endangered species list, it is still protected by the "Bald and Gold Eagle Protection Act". It is my understanding that one of the afforded protections is not to disturb the nesting area or flight pattern area. This needs more investigation. We have not been given adequate time to investigate the impact that this proposal will have on our environment. We have other migratory birds that now nest there as well. This is a pathway for many other animals as well.</p> <p>[b] (#377-3 Socioeconomics) The businesses in Folsom will definitely realize a financial impact. Our business owners look forward to the summer months when tourists and other lake traffic provide much needed revenue. Our businesses suffered with the closure of the Dam Road and now this may be the proverbial "straw" for financial loss. Business owners have expressed a great concern. We do not oppose positive improvements on the dam. We request a staging area that will not hurt so many families, businesses, wildlife and real estate values. In all truth we have not been given adequate time in which to address these issues. Our first notice was</p>	<p>Michelle Schelgel</p>

Sequence number: 1

Author:

Subject: #377-2

Date: 3/16/2007 4:35:23 PM

T Vegetation and Wildlife - See Responses to Comment #151-2. Also see Section 4.3.12 in Chapter 4 of the Final EIS/EIR for more information.

Sequence number: 2

Author:

Subject: #377-1

Date: 3/15/2007 10:37:42 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #376-1

Date: 3/15/2007 10:37:36 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #374-1

Date: 3/15/2007 10:37:24 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #373-1

Date: 3/14/2007 7:08:12 PM

T Climate Change – Upgrades to the Folsom Facility are being considered to address potential runoff concerns due to increased rain precipitation in the watershed. Operation of the project is not expected to have a notable effect on the global climate change issue.

Sequence number: 6

Author:

Subject: #377-3

Date: 3/15/2007 7:57:26 AM

T Socioeconomics - See Response to Comment #12-1

The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 in the Final EIS/EIR.

Sequence number: 7

Author:

Subject: #375-1

Date: 3/15/2007 10:37:30 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

		<p>on January 9th 2007. We were advised that 3,000 flyers were sent out. This is a city with a population of 63,000. The deadline given to us to discuss the closure is January 22, 2007. That was essentially "no notice". We need counsel as to our rights and the right of the wildlife who cannot speak for themselves.</p> <p>We ask all of you, as our voice and representatives, to please aid us in this endeavor.</p> <p>Dear government people,</p> <p>#378-1 General My name is Emily and I am 7 years old. I live by Folsom Point in Folsom, CA. Please do not close Folsom Point because I love driving mom's jeep there. I love having picnics there. If I can't go there for 5 years I might not have a lot of fun. I am doing a report about it in Mrs. Thompson's 2nd grade class at Empire Oaks Elementary. Empire Oaks Elementary is really close to Folsom Point. P.S. Folsom Point was the first place that I went in the world when I was just a little baby.</p>
378	Emily Daniels	<p>#379-1 Recreational Access Closure I would like to express my opposition to the closure of Folsom Point for any length of time as a staging area for the construction of a new bridge. I feel our community has suffered enough with the Dam Rd. closure and to now take away our only access to the Lake would be wrong. If Folsom Point is closed then those of us (on the east side Lake Natoma and the majority of Folsom residents) who enjoy the picnic grounds and launch access will suffer. Other launch access includes Brown's Ravine, which is already over crowded and many times is closed because there is no parking available or Granite Bay, which would mean traveling with trailers on Riley Street through "Old Town", an already overly-congested street to get out to Granite Bay.</p> <p>#379-2 Alternative Staging I urge the Bureau of Reclamation to search for other areas which could be used. How about the old vista point parking area on Dam Rd. which is now closed to the public? Finding a site that is not being used by the public makes much more sense.</p>
379	Veronica Thompson	<p>#380-1 General I have been a resident of Folsom for over 13 years. I believe our community has suffered enough. I am very much against the closure of Folsom Point. There are other options. Do not take anymore away from our community.</p>
380	Kathi Hamburg	<p>#381-1 General My family and I spend many hours during the summer together at Folsom Point. Please do not close as it will affect a huge community of people in the Folsom area.</p>
381	Vickie	<p>#382-1 General Please include me in the fight to not close Folsom Point. Thank You. Marty and Judy Boyea.</p>
382	Marty and Judy Boyea	
383	Annette Manz	<p>I am very disappointed to hear that there is talk about closing Folsom Point. This is the one boat launch, recreation area close for Folsom residents. If this area is closed we will be forced to drive to either Folsom Auburn Road (Seal Beach I believe it what it's called) or to Brown's Ravine in EDH. #383-1 Alternative Staging There must be another area that can be used as a staging point for the new bridge. Please consider other options.</p>
384	Jean Peterson	<p>I am opposed to the closure of Folsom Point during the construction of the new bridge south of the dam. I think the people of Folsom have been "punished" enough since the closure of the dam road. #384-1 Alternative Staging Please seek an alternative site that would not have such a big impact on recreation and businesses.</p>
385	Fred Tombo	<p>I am writing to both of you on this topic, as I was unable to attend a meeting at 6pm on the 10th at the Folsom Community Center, 52 Natomas Street. I received an email from one of my neighbors this morning. Unfortunately I was on the east coast for business meetings; otherwise I would have been able to attend. #385-1 Public Involvement I was a little taken aback however on the extremely short notice for this meeting.</p> <p>Folsom Lake is an important asset for outdoor recreation enthusiasts and as such has a very big impact on home values and our economy. Closing access to its shorelines and boat ramps will be very detrimental to the people who those amenities and extremely harmful to the local home values in the region. Some of the local businesses, which depend on their proximity to Folsom Lake for their success, could very likely be forced out of business as well.</p> <p>I myself just purchased a home in Briggs Ranch. It closed in May and I just moved in last July. I paid a premium, even though we were in a "down" market, for the specific purpose of having access to Folsom Point. There were several families at that point competing for</p>

Sequence number: 1
Author:
Subject: #384-1
Date: 3/15/2007 10:38:52 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2
Author:
Subject: #385-1
Date: 3/15/2007 10:39:05 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR. The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 3
Author:
Subject: #383-1
Date: 3/15/2007 10:38:45 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4
Author:
Subject: #379-1
Date: 3/15/2007 10:38:05 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5
Author:
Subject: #379-2
Date: 3/15/2007 10:38:18 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6
Author:
Subject: #378-1
Date: 3/15/2007 10:37:59 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 7
Author:
Subject: #382-1
Date: 3/15/2007 10:38:39 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 8
Author:
Subject: #381-1
Date: 3/15/2007 10:38:31 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 9
Author:
Subject: #380-1
Date: 3/15/2007 10:38:25 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

		<p>homes in this area and it was a t a time when there were surplus homes that were, and still are, available in other areas for VERY attractive comparative prices. Now to think of losing this access for up to seven years is, to say it politely, very disappointing. Not only form an access to the lake point of view, but also from the perspective impact it will have on my investment. All of the sudden, Folsom becomes a bad investment. Is this truly the impact you wish to have on our community?</p> <p>The impact will be enormous, not only to me but our community. In the light that there are other alternatives to consider, I hope you will give this further thought. I would suggest considering the sides of the now closed Dam road as well as the large parking area to vista/picnic area, also already closed to the public.</p> <p>I find it interesting that the announced time of the meeting came out on the same day of its occurrence. I would obviously not be alone in being extremely disappointed to loose continued access to the lake and its shoreline before, during and after any construction takes place.</p>
<p>386</p>	<p>Pam Langbehn</p>	<p>Dear Mr. Oliver: The proposed closure of Folsom Point recreation area during the 7 year construction of Folsom Dam improvements is not acceptable. Please comment on the following alternatives which were not included in the draft EIS/EIR #386-1 Alternative Staging:</p> <ol style="list-style-type: none"> 1) Alternatives that allow Folsom Point to remain fully open by relocating staging and processing area to the west side of Dike 8 or further west to Dike 7. 2) If Folsom Point closure is unavoidable then restricting the closure time to the off season period of Oct 1 – April 1. 3) If Folsom point closure is unavoidable then adopt congestion relief measures using Brown’s Ravine or Hobie Cove. 4) If Folsom Point closure is unavoidable then relieve congestion by adding facilities at Beal’s Point and only close Folsom Point after the new bridge is completed at the end of 2008. 5) Route the haul road at Folsom Point out of the public areas and use a flagman crossing or an underpass at the park entrance road to minimize disruption and the resulting congestion. <p>#386-2 Socioeconomics Regarding the economic modeling used in the EIS/EIR there appears to be a significant under estimate of the local economic impact. The reduction in sales of large ticket items (homes, land, boats, vehicles, water toys) should be considered.</p> <p>#386-3 Public Involvement Regarding the opportunity for public input it appears that local stakeholders were not notified of the project. In the future, please copy me on the official notices. Also please post notices at he entrances to Folsom Lake State Recreation areas as well as noticing local user or neighborhood associations.</p>
<p>387</p>	<p>Taira Byrne</p>	<p>Dear Bureau of Reclamation, #387-1 General Please do not close Folsom Point! Enough damage has been done to the citizens of this community by the closing of the dam road! My life has been impacted in a very negative fashion by the dam road closure—my business-real estate—has been highly impacted in terms of property value decreases, time, energy and money (gas)! If you also close the recreation area, we will all see a further decline in property values, beauty, enjoyment of the area and the facilities you do leave alone will see even further crowding and people getting alone on the launch ramps in particular!</p> <p>I am very concerned—hence this letter! However, if there is anything else I can do to voice my opinion—meetings I may be able to attend, etc., please do not hesitate to contact me.</p>
<p>388</p>	<p>Thomas E Martin</p>	<p>Dear Mr. Oliver, #388-1 General Please take a moment to review my concerns as well as many of my associates and Folsom neighbors regarding your consideration of closing Folsom Point Recreation Area. I am a property owner as well as developer in Folsom. I own the Briggs</p>

Sequence number: 1
Author:
Subject: #386-1
Date: 3/15/2007 10:39:17 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2
Author:
Subject: #386-3
Date: 3/15/2007 8:02:08 AM

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 3
Author:
Subject: #386-2
Date: 2/21/2007 12:04:28 PM -08'00'

T Socioeconomics - See Response to Comment #12-1

Sequence number: 4
Author:
Subject: #388-1
Date: 3/15/2007 10:39:40 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR. Socioeconomics - See Response to Comment #12-1.

Sequence number: 5
Author:
Subject: #387-1
Date: 3/15/2007 10:39:27 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

<p>389</p>	<p>Joseph P Gagliardi</p>	<p>Ranch Shopping Center at the corner of Natoma Street and Blue Ravine Road. The closure of Folsom Dam Road had serious negative impact for the owners of businesses at the Briggs Ranch Shopping Center. Closing Folsom Point would close these businesses no doubt.</p> <p>I and my partner Sid Dunmore Jr. own and are currently developing the 16 acres on the lakeside of Natoma Street that is adjacent to Folsom Point. We are developing this property to include 79 single family homes plus neighborhood amenities. We began this project approximately 4 years ago, have many Folsom residents on a long time waiting list to purchase a home. The ramifications of closing Folsom Point are too numerous to list in this letter.</p> <p>Please carefully read, review and re-review all of the letters that you will be receiving from the residents of Folsom as well as the lovers of the recreation area at Folsom Point. The idea of closing this facility to the recreation lovers is heartbreaking. The thought of the lost revenue to the businesses that are already suffering due to the Dam Road closure is incomprehensible.</p> <p>Dear Mr. Oliver:</p> <p>This letter presents the Folsom Chamber of Commerce's comments on the above-referenced EIR/EIR. In short, the Chamber fully supports the intended results of the proposed project, increased flood protection for the Sacramento Region. However, we feel that additional consideration should be given to avoiding and/or mitigating the economic damage of restricting recreation at the Folsom Lake State Recreation Area, especially Folsom Point.</p> <p>Summary</p> <p>The situation is partially encapsulated in the Executive Summary (page 21) accompanying the EIS/EIR: "The establishment of staging areas and borrow sites within existing recreational use areas coupled with construction work at Folsom facilities and haul truck traffic would have significant and unavoidable adverse impacts to recreation at Folsom State Parks, the entity managing the recreation aspects of Folsom, would be impacted by losing all public access at the Folsom Point recreation area, and portions of Beal's Point and Granite Bay recreation facilities. This would result in a significant loss of recreation revenue to the State."</p> <p>Comments</p> <p>#389-1 Socioeconomics Not included in this statement is the sales and sales tax revenue lost by communities bordering the lake by having an estimated 816,000 fewer visitors pass through those communities on their way home from the lake. The EIR/EIS estimates these fewer visitors equal an economic loss of \$50,000,000 to our area. Unfortunately, this analysis only considers the loss of "picnic" type use. It does not analyze the loss of "big ticket" type items, i.e. residential lots and homes, recreational vehicles, boats, water sports vehicles and toys, and tow vehicles, etc. We feel the true economic impacts to this area could be \$250 - \$500,000,000.</p> <p>To ameliorate this situation we ask that alternatives to those activities proscribed in the EIR/EIS be used in order that construction not require Folsom Point be closed. Table 2-10 (Summary of Folsom DR/FDR EIS/EIR Alternatives) lists for the preferred alternative, Alternative 3, the following for Folsom Point.</p> <ol style="list-style-type: none"> 1. Material Processing – Disposal Site 2. Haul road construction <p>Material processing and Disposal Site</p> <p>#389-2 Alternative Staging We suggest that construction, staging, and processing areas proposed for Folsom Point be located on either: presently unused, unimproved areas within Folsom Point; unused, unimproved area adjacent to MIAD; undeveloped vacant</p>
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Sequence number: 1
Author:
Subject: #389-2
Date: 3/15/2007 10:39:54 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2
Author:
Subject: #389-1
Date: 3/15/2007 8:05:43 AM

T Socioeconomics - See Response to Comment #12-1.


		<p>private property adjacent to Folsom Point and LIAD; or a combination of these alternative sites. After the need ceases for the processing and construction areas in or near Folsom Point, these sites should be converted to addition parking or picnic sites.</p> <p>Haul road construction</p> <p>We support the concept of using rock from the spillway construction at the MIAD and save bringing more rock from outside the work area through transport over city streets. We suggest a slight alteration of the haul road route from that contemplated along the shoreline to slightly inland through Folsom Point passing through a culvert under the present public right-of-way, so as to minimize disruption of recreation uses of the area.</p> <p>Conclusion</p> <p>There appears to be inexpensive engineering solutions to the Folsom Point closure that were not considered in the EIR/EIS. We ask that these solutions be given serious consideration and adopted so that our community will not suffer unnecessary economic dislocations.</p> <p>Sincerely, Joseph P. Gagliardi CEO/President Folsom Chamber of Commerce</p> <p>Dear Mr. Oliver, Ms. Victorine and Ms. Bronson:</p>
<p>390</p> <p>Mary Ann McAlea</p>		<p>This letter represents the position of the Folsom Tourism Bureau on the above-references EIS/EIR. The Folsom Tourism Bureau recognizes the need for increased flood protection; clearly these results cannot be achieved without some accommodations from the surrounding community. The proposed closure of Folsom Point as an integral part of the Bureau's work plan, however, will have immediate consequences for the viability of the tourism program and long term consequences for the marketing and promotion efforts that are essential to the growth of tourism.</p> <p>#390-1 Socioeconomics In specific, we are concerned that the document does not provide an analysis of the financial impacts of the closure of Folsom Point related to the loss of tourist/visitor dollars. While the document studies the effect of the loss of visitors on the State Park's budget, it does not address any other financial impact. We feel the financial impact on the city's businesses and tourism will be significant and needs to be addressed.</p> <p>The Tourism Bureau has identified Folsom Point as one of its key assets in attracting visitors and events to the Folsom area. The accessibility and multi-use features of Folsom Point make it a very marketable attraction. Significant effort has been put forth in the recruiting of athletic and recreational events utilizing Folsom Lake that will produce overnight stays in Folsom hotels (the key factor in generating tourism revenue). The resources of Folsom Point are equally attractive to the leisure tourist and with the closure of Folsom Dam Road, the last boating access area to engage in water recreation within the city limits.</p> <p>The closure of Folsom Point will require the end of all proposed and potential visitor and event activities that are outlined in the Folsom Tourism Bureau's strategic plans for the foreseeable future.</p> <p>Over the last two years, the Folsom Tourism Bureau has implemented a \$190,000 print and electronic media promotional program. Establishing Folsom as a destination for recreational, cultural and event-based tourism has required significant budget, staff time and</p>

Sequence number: 1

Author:

Subject: #390-1

Date: 3/15/2007 8:13:38 AM

 Socioeconomics - See Response to Comment #12-1.

		<p>community resources. The proposed closure of Folsom Point is devastating to the tourism effort both due to its elimination of a key asset and the proposed duration of the closure. In short order, the very positive message that has been created around promoting Folsom will quickly transition to a sound bit: "Avoid Folsom at all Costs." Over a period of years, the message will become synonymous with the public's perception of this area and could be intractable. When the resources of Folsom Point are fully accessible at some future date, it will be very costly to re-educate the potential visitor.</p> <p>We believe the EIR/EIS document does not adequately address the impact of closing Folsom Point in particular, the financial impact resulting from both the loss of visitors to the area and the fact that it severely undermines the marketing efforts of the Folsom Tourism Bureau.</p> <p>Sincerely, Mary Ann McAlea Vice President</p>
<p>391</p>	<p>Anonymous</p>	<p style="text-align: center;">Citizens of Folsom statement of position On Possible closure of Folsom Point (previously known as Dike 8)</p> <p>As tax paying business people, citizens and home owners, we consider the choice of closing Folsom Point for the use as a staging area / construction site for the bureau of reclamation to do the necessary retrofits to the existing dam and to build the needed new spillway to be a significant threat to our livelihoods, health & quality of life. This threat is in the form of the bureau stated excessive pollution, traffic, noise, that will result from the dynamiting and large equipment movement. We are very concerned that there will also be structural damage to existing homes, pools, buildings from as well as significant drop in the value of our homes as a result of this proposal.</p> <p>[#391-1 Alternative Staging] This impact can be avoided by the use of the look out point located just south of the dam itself on the dam road that has already been closed to all Folsom traffic, which in itself caused a drastic reduction in area business revenues as well as an enormous traffic issues. We have already taken a large hit with the closure of the dam road, and we feel that the bureau can use that area with far less destruction and disturbance to our lives.</p> <p>In addition, this proposed 6-7 year closure, with all of its hazardous issues, was not publicized near well enough for us to respond.</p> <p>Dear Mt. Oliver, Mr. Victorine, and Ms. Bronson:</p> <p>The City of Folsom (City) is providing this written response to the Folsom Dam Safety and Flood Damage Reduction Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). The City understands the proposed project includes the construction of a gated auxiliary spillway and also, may include improvements and enhancements to the associated dams, dikes, and embankments around Folsom Lake. The purpose of the project is to improve the safety of Folsom Dam as well as reduce the risk of damage to the dam and these other flood-control facilities due to overtopping, seismic events, and seepage. In addition, this project will also improve the temporary storage capacity of the reservoir for flood control. The City fully recognizes the importance of this project and supports the goals of improved dam safety and flood damage reduction at Folsom Lake.</p>
<p>392</p>	<p>Kerry L Miller</p>	<p>[#392-1 NEPA/CEQA Significance Conclusion] However, after reviewing the DEIS/EIR, the City is concerned with the potential of significant negative impacts on Folsom due to the project. The DEIS/EIR examined five action alternatives and identified Alternative 3 as the "preferred alternative." This alternative considers the closure of Folsom Point for six years. Under both CEQA and NEPA, the</p>

Sequence number: 1

Author:

Subject: #392-1

Date: 3/15/2007 8:22:42 AM

T NEPA/CEQA Significance Conclusion – The project agencies disagree with the City’s conclusion that there is a NEPA or CEQA obligation to analyze impacts to a less than significant level. Under NEPA, the only requirement is disclose the level of significance. Under CEQA, agencies are required to explore means of reducing impacts to less than significant, but in some instances it is not possible to reduce an impact(s) to a level less than significant. In such cases, CEQA require the approving agency to carefully weigh the benefits of the project against the acceptability of any unavoidable significant impacts from the project. This evaluation occurs during the decision-making process, after the EIR is complete. Relative to NEPA, the acceptability of any adverse impacts associated with the proposed project/action is also addressed in the decision making process, as part of the Record of Decision.

Sequence number: 2

Author:

Subject: #391-1

Date: 3/15/2007 10:40:03 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.
The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

		<p>lead agencies have a legal obligation to identify and analyze the significant environmental impacts to a less than significant level. (See Cal. Pub. Res. Code §§ 21081; CEQA Guidelines 15092; 40 C.F.R. 1502.14, 1502.16). In fact, CEQA precludes the approval or carrying out of a project that would result in significant effects on the environment unless mitigation measures are imposed to reduce the impacts to less than significant, or unless, after thorough study of potential mitigation measures, the approving agency determines the significant impacts are unavoidable and adopts a statement of overriding consideration, or determines that the mitigation measures are feasible, but outside the jurisdiction of the approving agency. (See Cal. Pub. Res. Code §§ 21081; see also 40 C.F.R. 1502.16 [federal lead agency must identify significant impacts that cannot be avoided through mitigation measures]). The City has concluded that the mitigation measures described in the DEIS/EIR do not adequately address the significant impacts of the project to this community that further study and imposition of additional mitigation measures is necessary; and, the scope of the project will have significant impacts on a variety of resources that are critical and of vital importance to the City. These comments are based on input from City staff and departments within their respective areas of expertise.</p> <p>The City's concerns center around seven major potential environmental impacts these are: Water Supply, Aquatic Resources, Terrestrial Vegetation and Wildlife, visual Resource, Transportation and Circulation, Noise, and Recreation Resources. Provided below, organized under each of these potential impacts, are brief narratives and comments including, in certain circumstances, recommended additional mitigation measures. The City respectfully requests that these comments be addressed and included in the final environmental document; and, that further mitigation measures be imposed to mitigate the significant impacts described below.</p> <p style="text-align: center;">Section 3.2 Water Supply</p> <p><u>Issue:</u> Folsom Lake is the sole water source for the majority of the City. This water is conveyed to Folsom via the 42-inch above-ground Natomas raw water pipeline. (According to the DEIS/EIR, the California Department of Corrections, the U.S. Corps of Engineers' (USCOE Resident Office fire protection system, and San Juan Water district (SJWD) also receive their respective water supply from this same pipeline). The proposed auxiliary spillway crosses a portion of the Natomas pipeline requiring replacement of about 300 feet of the pipeline. The DEIS/EIR indicates this portion would be replaced by an above-ground pipeline, construction of which would result in temporary interruptions of water delivery to the City and SJWD. As described in the DEIS/EIR, the interruptions would be for less than one working day. Disruption of service from this pipeline to the City for any extended period of time would jeopardize the City's ability to provide water service to its customers. Temporary planned water outages can only be achieved during low water demand months (January and February). When outages are performed, an alternative supply or bypass system is required.</p> <p>#392-2 Water Supply Line Relocation Section 3.2 of the DEIS/EIR does not provide any information on the exact location of the portion of pipeline that is to be replaced, not does it discuss the issue of maintaining an ongoing supply of water to the City during construction of the new section of pipe. Additionally, it is not clear how the new replacement pipeline will "bridge" the auxiliary spillway. Also, there is not mention in the DEIS/EIR of a below-ground alternative for the pipeline. If located above the spillway, it is unclear regarding what measures will be taken to ensure that the pipeline will not be impacted by the spillway operation or other outside threats. Further detail is needed to explain how these issues will be addressed as well as an explanation of why a below-ground alternative for the pipeline alignment is not considered.</p> <p>In addition to the impacts from this project, a portion of the Natoma raw water pipeline is being realigned and replaced to accommodate a new bridge. The DEIS/EIR does not provide any information on how changes to the pipeline included as part of the bridge project may affect the replacement of the section of the pipeline affected by Dam Safety and Flood Damage</p>
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Sequence number: 1

Author:

Subject: #392-2

Date: 3/16/2007 1:52:13 PM

T Water Supply Relocation - During this phase of the project, Reclamation will coordinate with the City of Folsom to address specific concerns regarding delivery of water as stipulated with the current Reclamation/City of Folsom water contract; outages will be limited to short city-approved durations or other means to deliver water will be incorporated.

Also note that the Corps PAC Report contains the following information: Reclamation operates and maintains the existing aboveground raw water pipeline (Natomas pipeline) that provides water from Folsom Reservoir to the City of Folsom and California Department of Corrections water treatment plants, and water for the Corps resident office fire protection system. The pipeline is 42 inches in diameter, and is approximately 2,800 feet long from where the pipeline exits the dam at Adit 4 to the Folsom standpipe. The aboveground raw water pipeline is made of American Water Works Association C200 welded steel with a coal tar enamel interior lining. The chute alignment for the auxiliary spillway would cross a portion of the aboveground water pipeline. It would extend from an existing anchor block on the dam side of the chute to an anchor block on the far side of the chute. A new steel pipeline bridge, about 180 feet long, would be constructed to span the auxiliary spillway chute to support the 42-inch pipeline. The pipe relocation would be constructed, and then cut into the pipeline at each of the anchor blocks, limiting the disruption of water supply to the amount of time needed to make the change over at the anchor blocks. The chute would be excavated beneath the relocated pipeline after its completion.

Reduction project. Further explanation of these impacts is needed.

In addition to the above comments, the city recommends that Mitigation Measure WS-1 be revised to include the following language: "any plans for temporary, schedule disruptions of water supplies associated with replacement of the Natomas raw water pipeline will be coordinated with the City. City concurrence is required for scheduling of any temporary disruptions in water supply deliveries."

Section 3.4 Aquatic Resources

392-3 Folsom Point Borrow] The DEIS/EIR on pages ES9 and 10 identified Folsom Point as a potential "borrow" site. While the scope of the "borrow" operations at this location is unclear, the City is concerned about how the borrowing would impact the use of Folsom Point and the potential impact to this area as a local fishing resource. Pages 3.4-15, 3.4-20, and 3.4-24 describe significant impacts to fisheries, particularly bass, due to deepening of the lake bottom near the shoreline. These areas are popular fishing spots; and, as the City understands it, efforts have been made in the past to improve the bass habitat at these locations. The impact of the "borrowing" operation on the fish habitat, particularly bass, adjacent to Folsom Point should be explained further. Additionally, mitigation measures should be imposed if found feasible.

Section 3.5 Terrestrial Vegetation and Wildlife

Issue: the city specifically recognizes the biological values of wetlands, riparian habitat, and native oaks. Folsom Point, areas surrounding it, and the land all the way to the Mormon Island Auxiliary Dam (MIAD) have significant oak trees and considerable wildlife including birds and deer. Section 3.5.2.2 includes local policies and ordinances for biological resources as a criteria of significance; but the DEIS/EIR does not specifically acknowledge the Folsom Municipal Code (FMC) Chapter 17.98 Wetland and Riparian Habitat Management and Chapter 12.16 Tree Preservation. The significance criteria includes: "conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy of ordinance." Accordingly, the DEIS/EIR should evaluate the significance of impacts of oak tree loss and effects on riparian and wetland resources within the City 9chapters 12.16 and 17.98 respectively of the FMC). Both ordinances stress preservation of resources, and if impacted, rely on mitigation within the limits of the City (or, in the case of wetland or riparian habitat, it can be mitigated also within its Sphere of Influence).

392-4 Folsom Oak Mitigation] The City recommends that Mitigation Measure BIO-10 be modified to include language requiring that the oak tree adjacent to active construction zones be protected and securely fenced and that qualified arborists be available throughout the construction period to ensure that all construction activities are conducted in a manner to minimize impacts to protected trees, including the tree's root zones.

The City is concerned about the impacts on wildlife in the area of this project, particularly with night operations, lights, and noise. The city believes additional mitigation measures should address these potentially significant impacts.

In addition, the city recommends that mitigation measures be included that requires coordination with the city Community Development Department to implement a mitigation plan for the loss of oak trees, wetlands and riparian habitat within the city consistent with Chapters 12.16 and 17.96 of the FMC.

Sequence number: 1

Author:

Subject: #392-4

Date: 3/15/2007 11:44:53 AM

T Folsom Oak Mitigation - Impacts to habitat, including oak woodland, are being addressed through the Fish and Wildlife Coordination Act Report process with the US Fish and Wildlife Service. All oak trees potentially impacted will be on federal property and not within the jurisdiction of the City of Folsom. Please see Appendix E of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #392-3

Date: 3/4/2007 4:14:02 PM -08'00'

T Borrow impacts to Fish Habitat - Fish habit along the shoreline where borrow is planned is marginal at best. Any excavation of borrow would occur when the reservoir was low and thus the shoreline dry. No impacts to fish are expected.

Section 3.7 Visual Resources

Issue: **#392-5 Parapet Wall Graffiti Mitigation**] the preferred Alternative 3 includes a potential 3.5-foot raise via a colored, concrete parapet wall. The city is concerned that a bare parapet wall might invite graffiti and related nuisances and could pose security concerns. The city suggests that a mitigation measure be included that either requires a funded graffiti abatement program in perpetuity, or the parapet wall be design in such that it is screen from public view by an earthen berm.

Section 3.9 Transportation and Circulation

Issue: the increased vehicle traffic generated by the project, particularly the volume of large trucks carrying heavy loads, will have potentially significant structural and operations impacts on City roads. Heavy moving loads increase the wear and tear on asphalt roadways and significantly reduce the useful life of such roads. These vehicles also take up more space on the roadway and accelerate/decelerate much slower than most vehicles, meaning that a single heavy truck can have the same effect on roadway level of service as several smaller vehicles. The city is also concerned that if Folsom Point remains open to the public, as is desired by the community, safety issues need to be more adequately addressed, particularly in those locations where public and project traffic intersect.

Section 3.9 of the DEIS/EIR indicates that the various project alternatives will increase Average Daily traffic (ADT) on several city arterials by between 300 and 400 daily trips. Many of these trips will be heavy trucks carrying gravel and rock between the project site and nearby quarries. While the document concludes that the resulting Level of Service (LOS) impacts will be less than significant, it is unclear if the document takes into consideration the added impact that these moving, heavy loads have on the physical integrity of the roads or the operational impacts associated with large, slow-moving vehicles.

Table 3.9-12 through 3.9-16 refer to route letter designations A through E in regard to daily workers' trips per construction year. No explanation is provided regarding the location of these routes and whether there are significant related impacts. Further detail is needed to clarify these issues.

Additionally, the ADTs cited in 3.9-86 through 3.9-93 are vastly inconsistent with the ADTs cited in Table 3.10-16 (Noise); this discrepancy should be clarified. The ADTs cited in Chapter 3.10 provide for up to 5,000 trips per day, but Chapter 3.9 does not indicate increases of more than 400 vehicles on any given road segment. It is also unclear if the vehicle trips associated with heavy trucks and daily workers on the project were treated as such in the LOS calculations; this should be explained in more detail.

Issue: **#392-6 Transportation Mitigation**] Mitigation Measure T-1 is vague and should be more specific about the intersections to be studied, including which agency will be responsible for analysis and review, which agency will perform the recommended improvements and which agency will be responsible for funding those improvements. Currently, this mitigation measure lacks these important parameters and is, therefore, deficient.

The DEIS/EIR should provide more information on the volume of vehicular traffic that will be generated within the project site, particularly in areas where public access will be preserved. Based on this information, conclusions should be made on the potential traffic safety impacts to the public and possible mitigation measures. The location of the internal haul route is vague

Sequence number: 1

Author:

Subject: #392-5

Date: 3/16/2007 1:54:27 PM

TAs described in Chapter 2 of the Final EIS/EIR, the raise type, earthen or parapet wall, is still being evaluated by the Corps. Once selected, the raise type will be addressed in a supplemental document. The supplemental document will address maintenance of a parapet wall, if that option is selected by the Corps. The Corps intends to adopt the Final EIS/EIR to satisfy the requirements of NEPA for the flood damage reduction features of the proposed action (JFP, 3.5' raise and emergency gate replacement) that would be accomplished under the Corps' Folsom Dam Modifications and Folsom Dam Raise Projects. A Record of Decision (ROD) for the flood damage reduction only features of the Selected Plan (3.5' Raise and emergency gate replacement) would be completed separate from the Joint Federal Project ROD, and would be completed in the preconstruction, engineering and design phase of the project.

Sequence number: 2

Author:

Subject: #392-6

Date: 3/16/2007 1:55:01 PM

TTraffic volumes of proposed routes are provided in Section 3.9 of the Draft EIS/EIR. The project agencies will comply with all federal and state regulations and policies when transporting equipment and materials to the site. This will include keeping truck traffic to designated truck routes. The project agencies will work with City transportation officials in the designation of those routes. See Section 4.3.9 in Chapter 4 of the Final EIS/EIR for more information.

		<p>and should be clarified. Regardless, if this haul route crosses a public access road, appropriate traffic control measures should be incorporated as mitigation, whether in the form of physical grade separation or a temporary traffic signal. Given the different operation periods for construction activities and peak recreation activities, it is possible a temporary traffic signal that assign right-of-way to construction traffic during the work week and functions in flashing yellow on weekends and holidays, may suffice; but, this require more information and analysis.</p> <p>Furthermore, the City recommends that the following mitigation measures be added to the DEIS/EIR:</p> <ol style="list-style-type: none"> 1. Heavy truck traffic in excess of 5 tons Gross Vehicle Weight Rating (GVWR) is prohibited from using public roads that are not designed as a truck route unless it is the only route possible to reach the trip origin/destination; in that circumstance the driver must take the shortest distance from the nearest designated truck route. 2. The Bureau of Reclamation (BOR) should be responsible for preserving the integrity and safety of the public roads damaged by project-related traffic through <ul style="list-style-type: none"> • Periodic emergency repairs and, if deemed necessary by the City, resurfacing of affected roadways upon project completion. Roadways shall be returned to the condition they were in prior to the start of construction, including in-kind replacement of existing surface treatments, such as rubberized asphalt concrete (RAC) or open-grad asphalt concrete (OGAC). • Routine street sweeping following rock/gravel deliveries, taking necessary care to ensure that both vehicular and bicycle lanes are kept clear of rock and gravel. The street sweeping schedule shall be coordinated with and approved by the City. 3. In order to avoid exacerbating congestion issues, heavy trucks traveling to and from the project site should be prohibited from using the following road segments unless specifically authorized by the city: <ul style="list-style-type: none"> • Folsom Boulevard from US highway 50 to Greenback Lane • Greenback Lane from the Folsom city limit to Folsom –Auburn Road • Folsom-Auburn road from Greenback Lane to Folsom Dam Road • Iron Point Road from Folsom Boulevard to Empire Ranch Road • Blue Ravine Road from Folsom Boulevard to Oak Avenue Parkway • Empire Ranch Road from US Highway 50 to Sophia Parkway 4. If determined appropriate by the city, the lead agencies and/or their contractors shall pay a fee, to be determined and adopted by the City, to mitigate the impacts and damage to the City's roadways resulting from this project. <p style="text-align: center;"><u>Section 3.10 Noise</u></p> <p>Issue: As acknowledged in the DEIS/EIR, construction noise may impact sensitive land used within the City. Accordingly, standard noise mitigation measures are included in the document to reduce the noise impacts to a less than significant level.</p>
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This page contains no comments

		<p>#392-7 Noise Mitigation] In addition to the mitigation measures described in this section, the City recommends that affected residences and businesses receive 72-hour notification prior to scheduled blasting activity.</p> <p>Blasting permits are processed through the City Police Department. Requests for a variance from the City's Noise Control Ordinance are processed through the Community Development Department.</p> <p style="text-align: center;"><u>Section 3.13 Recreation Resources</u></p> <p>Issue: Folsom Point would be the main construction staging area along the reservoir's southern edge, including contractor work area, construction materials and equipment storage, borrow material storage, and a crushing and processing plant. In addition, an internal network of haul roads for the project is proposed to be developed with one portion of the haul route extending from the proposed auxiliary spillway through Folsom Point to MIAD and eventually to Brown's Ravine. All alternatives include a coffer dam in front of the Folsom Point boat launch effectively eliminating any boat launching at this location. According to the DEIS/EIR, these construction-related activities will result in the full closure of Folsom Point from fall 2007 through 2012. Due to this closure, public access to boat launching, picnic, and trail facilities will be curtailed. The number of loss visits at Folsom Point during this period is estimated to be 816,021. (To a lesser extent, construction-related activity will also impact public access to recreational facilities at Beals Point and Granite Bay. These impacts could indirectly affect Folsom.)</p> <p>#392-8 Recreation Mitigation] Without adequate mitigation, these actions could have direct and long-term devastating impacts on recreation resources supported and relied upon by the residents and businesses in Folsom. With the closure of the Dam Road four years ago, Folsom Point became the only public means of access to the Folsom Lake Recreation Area located within the City. Closure of the Dam Road caused significant negative impacts to the businesses and residents of Folsom. Closure of Folsom Point would further negatively impact these businesses and those residents which have come to rely on public access at this location.</p> <p>Folsom Point is a highly used access point to Folsom Lake and, as previously mentioned, the only access point in Folsom. The City has a long history of promoting the use of the lake, and considers it a vital resource for community enjoyment and an important factor for tourism in Folsom. Folsom Point is used by thousands of visitors and residents to boat, jet ski, fish, hike, bike, picnic, and swim. The recent closure of the Ralph's Market at Blue Ravine Road and Natoma Street, just east of Folsom Point has significantly impacted the remaining businesses in that center who are struggling to continue to operate. Loss of Folsom Point as a recreational destination will further harm these remaining businesses, as well as those located at the new Raley's Center across the street.</p> <p>It is the City's view that Folsom Point must remain open year round and all recreation amenities must remain accessible for minimizing the adverse effects of the project. Absent Folsom Point remaining open for all uses year round, additional study must be done and alternatives created to provide the maximum access, particularly during peak season (May through September).</p> <p>#392-9 Recreation Trails] The DEIS/EIR does not address pedestrian/bicycle use at Beals Point and Granite Bay. The City feels the pedestrian/bicycle trails at these locations are a significant regional resource that must remain open or alternative</p>
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Sequence number: 1
Author:
Subject: #392-8
Date: 3/15/2007 10:40:46 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2
Author:
Subject: #392-9
Date: 3/15/2007 8:35:12 AM

T Recreation Trails - The project will not affect trails at Granite Bay. The Project Agencies will work with DPR in addressing trails near construction sites. Trails will either be temporarily closed, or rerouted, as necessary to protect public safety.

Sequence number: 3
Author:
Subject: #392-7
Date: 3/16/2007 2:21:26 PM

T Blasting will be a daily routine while the excavation of the spillway occurs. The Project Agencies will notify the community at the start of blasting periods, but will not provide daily notices. All work would occur on federal property and therefore, blasting permits from the city are not required; however the Project Agencies would follow all federal requirements for blasting.

		<p>routes offered at all times.</p> <p>#392-10 Reservoir Water Levels] The Environmental document also does not address maintenance of the water level during the construction activity timeframe. The City further believes it is very important to maintain the highest possible water levels at all times during this project for preserving the recreational aspects of Folsom Lake.</p> <p>The DEIS/EIR describes, in general terms, development of a network of internal haul routes for construction purposes. While the approximate routes for these internal haul routes are depicted in Figure 2-15, the exact alignment, size, type, and configuration is unclear. As mentioned, previously, further explanation is needed that clarifies the final alignment for the proposed haul routes, as well as details any impacts these routes may have on existing wildlife and vegetation in the affected areas.</p> <p>#392-11 New Bridge Pedestrian Trail] More specifically, staff understands that construction of one of the proposed haul roads would result in a delay of over 6 years in construction of a portion of the planned Class I pedestrian/bicycle trail along the north side of the new Dam Road located between the existing vista/observation point and Dike 7. This delay would be a significant impact, since it would eliminate use of the new Class I pedestrian/bicycle trail on the new bridge and Dam Road for the length of the Folsom Dam Safety and Flood Damage Reduction project. It is important that the Class I pedestrian/bicycle trail begin constructed as part of the new bridge project be complete and functioning from Folsom/Auburn road to East Natoma Street as earlier as possible. The DEIS/EIR needs to explain how the project will impact this proposed Class I pedestrian/bicycle trail and what means will be employed to ensure this Class I pedestrian/bicycle trail is functional once the new bridge is open.</p> <p>#392-12 Dike 8 Cofferdam] There is no mention in chapter 3.13 regarding construction of a coffer dam at Dike 8. As shown in Figure 2-1 through 2-5, this coffer dam is so situated that it closes the channel providing waterborne access to the boat ramp at Folsom Point. Use of a coffer dam at this location should be either eliminated, or if truly necessary, explained further.</p> <p>#392-13 Folsom Point Mitigation] Mitigation Measure RC-3 should be revised to require that construction, staging, and processing areas proposed for Folsom Point be located to one or more of the following alternative sites: unused, unimproved area within Folsom Point, unused unimproved area adjacent to MIAD, undeveloped vacant private property adjacent to Folsom Point and MIAD, or a combination of any of the above alternative sites. Following the completion of the construction activity, proposed material processing and construction staging areas at or around Folsom Point should be converted into additional parking and picnic sites.</p> <p>In addition, the DEIS/EIR also should explore alternative locations for construction-related activity at Beats Point to minimize disruptions for public access to recreational facilities. Design of truck haul routes at these locations to permit uninterrupted public access to recreation facilities needs to be explored further. The DEIS/EIR should also analyze conversion of the proposed material processing and construction staging areas at Beats Point into additional parking and picnic sites.</p> <p>Mitigation Measure RC-7 also should be revised to require that construction work be limited during peak seasonal use of the recreational facilities at Folsom Point, Beats Point, and Granite Bay to weekdays and non-holidays to minimize disruption to recreational uses at these locations.</p>
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Sequence number: 1

Author:

Subject: #392-11

Date: 3/15/2007 1:01:43 PM

T Due to safety concerns, it will not be possible to have foot traffic and haul traffic in the area between Folsom Dam Road and Folsom Point during the periods of excavation and transport. The proposed pedestrian trail route along the southern boundary of the reservoir will need to wait until completion of construction work. The haul road will be regraded to serve as a portion of that trail at the completion of haul work.

Sequence number: 2

Author:

Subject: #392-13

Date: 3/15/2007 10:41:05 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #392-10

Date: 3/15/2007 1:01:40 PM

T The Folsom DS/FDR project will not affect current operations. Reservoir levels will remain as they currently are operated to provide for flood control, water supply, hydropower, fish and wildlife, water quality and navigation. The reservoir is not operated for recreation purposes.

Sequence number: 4

Author:

Subject: #392-12

Date: 3/16/2007 1:55:47 PM

T A coffer dam at Dike 8 is no longer being proposed. See Chapter 2 of the Final EIS/EIR for a description of the revised project.

		<p>Section 3.13.4 of the DEIS/EIR identifies preliminary mitigation measures for impacts to recreational resources. The City recommends that the following additional mitigation measures be added to the DEIS/EIR:</p> <ol style="list-style-type: none"> 1. Realign proposed truck haul route to south of Folsom Point so as to not impact the boat launching and picnic area facilities. Design the route through Folsom Point to eliminate conflicts between construction vehicular traffic and public vehicular access while also maintaining the protected oak trees at Folsom Point. One possible design alternative that should be considered is construction of a culvert east of the existing Ranger Station along a natural swale that construction truck traffic would use to move unimpeded through Folsom Point to and from the auxiliary spillway and MIAD. If this alternative should prove to be not feasible, install a temporary traffic signal within the Folsom Point area to facilitate continuous public access to recreational facilities during construction-related hauling activity. 2. To address any displaced demand at Folsom Point for boat launching, construct temporary additional boating facilities (i.e., launch ramp and parking) at or around Browns Ravine. 3. The alignment of the proposed haul road between the auxiliary spillway and Browns Ravine should be coordinated with State Parks and City to ensure the alignment is consistent with the Class 1 pedestrian/bike trail planned along this route. Upon completion of the project, a Class 1 pedestrian/bike trail shall be constructed, per State Parks and City standards, in place of the haul road. 4. Per the City Bikeway Master Plan, a Class 1 pedestrian/bike trail is planned on the surface of Dikes 7 and 8 and MIAD as part of the Folsom Lake Trail. Consistent with this plan, raising of the dikes and dam shall be design to accommodate pedestrian and bicyclist use. No barriers shall put in place to eliminate pedestrian and bicycle access on the surface of the dikes and dam. 5. If a coffer dam is require at Dike 8, the DEIS/EIR should require widening and deepening of the channel to provide improved access to the dock and boat ramp at Folsom Point. Access via Folsom Point is imperative to preserve recreation resources in the City. <p>The City appreciates this opportunity to review and comment on the DEIS/EIR. The City is supportive of the purposes of the Dam Safety and Flood Damage Reduction project. In addition, the City is extremely appreciative of the BOR and the USCOE outreach efforts to the community during this comment process and willingness to meet and discuss possible solutions to the potential impacts associated with the project. These efforts, including the decision to extend the comment period to January 26, are indicative of the spirit of on-going, close cooperation and communication that exists between the City, BOR and USCOE.</p> <p>However, the City is concerned that this project and the preferred alternative identified in the DEIS/EIR will have significant and adverse environmental impacts on Folsom. To lessen these impacts, a more thorough analysis of mitigation measures needs to be undertaken and additional mitigation measures must be implemented to lessen the impacts.</p> <p>Consistent with Public Resources Code section 21177, the City reserves the right to provide further written and oral comment</p>
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This page contains no comments

		<p>on this matter at any time prior to the close of the public hearing on the project and before the issuance of any notice of determination. The City requests that you provide the City with notice of all such public hearings and meetings.</p> <p>Thank you for your consideration of these matters.</p> <p>Sincerely, Kerry Miller City Manager</p> <p>Dear Mr. Oliver:</p>
<p>393</p>	<p>Kelly Richardson</p>	<p>The proposed closure of Folsom Point recreation area during the 7 year construction of Folsom Dam improvements is not acceptable. #393-1 Alternative Staging] Please comment on the following alternatives which were not included in the draft EIS/EIR:</p> <ol style="list-style-type: none"> 1) Alternatives that allow Folsom Point to remain fully open by relocating staging and processing area to the west side of Dike 8 or further west to Dike 7. 2) If Folsom Point closure is unavoidable then restricting the closure time to the off season period of Oct 1 – April 1. 3) If Folsom point closure is unavoidable then adopt congestion relief measures using Brown’s Ravine or Hobie Cove. 4) If Folsom Point closure is unavoidable then relieve congestion by adding facilities at Beal’s Point and only close Folsom Point after the new bridge is completed at the end of 2008. 5) Route the haul road at Folsom Point out of the public areas and use a flagman crossing or an underpass at the park entrance road to minimize disruption and the resulting congestion. <p>Regarding the economic modeling used in the EIS/EIR there appears to be a significant under estimate of the local economic impact. The reduction in sales of large ticket items (homes, land, boats, vehicles, water toys) should be considered.</p> <p>Regarding the opportunity for public input it appears that local stakeholders were not notified of the project. In the future, please copy me on the official notices. Also please post notices at he entrances to Folsom Lake State Recreation areas as well as noticing local user or neighborhood associations.</p> <p>Dear Mr. Oliver, Ms. Victorine, and Ms. Bronson:</p>
<p>394</p>	<p>Gregory L. Fuz</p>	<p>El Dorado County has reviewed the extensive comments prepared by the City of Folsom regarding the above referenced project. We understand the concerns they have and believe that impacts to traffic and more importantly, loss of recreational facilities will also impact the citizens of El Dorado County.</p> <p>#394-1 Alternative Staging] We support the proposed changes requested by the City of Folsom as well as the addition mitigation measures and request that they are reflected in the final EIR/EIS.</p> <p>Thank you for the opportunity to provide comments.</p> <p>Gregory L. Fuz, Director Development Services</p>

Sequence number: 1

Author:

Subject: #394-1

Date: 3/15/2007 10:41:38 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #393-1

Date: 3/15/2007 10:41:21 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR. Please see Response to Comment #12-1 regarding the economic analysis for the Folsom DS/FDR. The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

<p>395</p>	<p>Michael Myer</p>	<p>Dear Mr. Oliver,</p> <p>Subject: Draft Folsom Dam Safety and Flood Drainage Reduction EIS/EIR</p> <p>The County Sanitation District 1 (CSD-1) and Sacramento Regional County Sanitation District (SRCSD) have reviewing the pertinent sections of the subject document and have the following comments.</p> <p>#395-1 Dam Release Impact to Downstream Facilities Alternatives in the EIS/EIR that release large amounts of water into the American River may have significant damaging impacts on SRCSD facilities that cross under the river. A report, prepared August 13, 2002 by Ayres Associates, assessed the scouring of the American River for the Arden Sewer Force Main crossing under the lower American River. The primary purpose of the assessment was to estimate the vertical scour potential at the Arden Force Main crossing under the bed of the Lower American River near River Mile 7.3. Standard methodology for estimating scour published by the Federal Highway Administration in hydraulics Engineering Circulars number 18, 20, and 23 were used. The total scour depth was estimated for two flood events for peak discharges of 115,000 and 160,000 cubic feet per second (cfs). 150,000 cfs was used because it's the maximum capable outflow of Folsom Dam, and 160,000 cfs was used because it's the discharge at or near the point where levees are expected to breach. The total potential for scour that was estimated at the force main crossing is 31 ft below the existing channel bed for the 115,000 cfs event, and 36ft for the 160,000 cfs event.</p> <p>Currently SRCSD operates a parallel force main and triple siphon under-crossing. The Arden Force Main crossings are parallel 60-inch sewer force mains within twin 72-inch casings that convey as much as 100 million gallons of wastewater per day (MGD). The depth of the Arden Force Main ranges from 30 to 40 feet beneath the existing river bottom. The triple siphon under-crossing, known as the Northeast Interceptor Section 3, consists of triple 48-inch pipelines buried approximately 10 feet below the river bottom, constructed with 2 feet of rip-rap (large rocks) protection above the pipeline. The Northeast Section 3 Interceptor conveys as much as 75 MGD.</p> <p>Based on the potential of scour for 115,000 cfs and 100,000 cfs flood events, alternative that affect the aforementioned river under-crossings' ability to convey wastewater could have serious human health and environmental impacts. If you have any questions regarding these comments please contact me at (916) 875-7123.</p> <p>Sincerely, Michael Meyer Senior Engineer CSD-1/SRCSD Policy and Planning</p> <p>Dear Mr. Oliver:</p>
<p>396</p>	<p>Robert W Bense</p>	<p>The proposed closure of Folsom Point recreation area during the 7 year construction of Folsom Dam improvements is not acceptable.</p> <p>#396-1 Alternative Staging Please comment on the following alternatives which were not included in the draft EIS/EIR:</p> <ol style="list-style-type: none"> 1. Alternatives that allow Folsom Point to remain fully open by relocating staging and processing area to the west side of Dike 8 or further west to Dike 7.

Sequence number: 1

Author:

Subject: #395-1

Date: 3/15/2007 12:04:33 PM

T Dam Release Impact to Downstream Facilities – The Folsom DS/FDR project will not change the manner in which releases are allowed from the reservoir. Only a change in the Water Control Manual can result in such changes. Therefore, the Folsom DS/FDR project will have no effects to downstream facilities beyond what currently can happen under the Water Control Manual. Please see Section 4.3.7 in Chapter 4 of the Final EIS/EIR for more information.

The authorization for the Folsom Modification Project directs the Corps to change the variable flood storage space at Folsom Lake from the current interim operation of 400,000 acre-ft to 670,000 acre-feet to a 400,000 acre-feet to 600,000 acre-feet (400/600) permanent variable flood space operation once the Folsom Modification Project has been implemented. The Corps, with coordination by Reclamation, will develop a new flood control manual for Folsom Dam for implementation prior to completion of the JFP Auxiliary Spillway. The new flood control manual feature is currently being scoped as a parallel process. **Therefore, operations are analyzed and disclosed based upon current operational requirements in this EIS/EIR. The parallel flood control manual development and study will include variable flood storage space, including analysis of forecast based operations, new flood release schedules and a plan component for repayment of potential water supply losses resulting from implementation of this flood control manual. This parallel study will be a collaborative process with the appropriate level of environmental analysis, public, agency and stakeholder coordination, and appropriate NEPA/CEQA documentation.**

Sequence number: 2

Author:

Subject: #396-1

Date: 3/15/2007 10:41:53 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR. Please see Response to Comment #12-1 regarding the economic analysis for the Folsom DS/FDR. The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

		<p>2. If Folsom Point closure is unavoidable then restricting the closure time to the off season period of Oct 1 – April 1.</p> <p>3. If Folsom point closure is unavoidable then adopt congestion relief measures using Brown's Ravine or Hobbie Cove.</p> <p>4. If Folsom Point closure is unavoidable then relieve congestion by adding facilities at Beal's Point and only close Folsom Point after the new bridge is completed at the end of 2008.</p> <p>5. Route the haul road at Folsom Point out of the public areas and use a flagman crossing or an underpass at the park entrance road to minimize disruption and the resulting congestion.</p> <p>Regarding the economic modeling used in the EIS/EIR there appears to be a significant under estimate of the local economic impact. The reduction in sales of large ticket items (homes, land, boats, vehicles, water toys) should be considered.</p> <p>Regarding the opportunity for public input it appears that local stakeholders were not notified of the project. In the future, please copy me on the official notices. Also please post notices at the entrances to Folsom Lake State Recreation areas as well as noticing local user or neighborhood associations.</p>
<p>397</p> <p>John P Fondale</p>	<p>Dear Mr. Oliver: The proposed closure of Folsom Point recreation area during the 7 year construction of Folsom Dam improvements is not acceptable. #397-1 Alternative Staging Please comment on the following alternatives which were not included in the draft EIS/EIR:</p> <ol style="list-style-type: none"> 1. Alternatives that allow Folsom Point to remain fully open by relocating staging and processing area to the west side of Dike 8 or further west to Dike 7. 2. If Folsom Point closure is unavoidable then restricting the closure time to the off season period of Oct 1 – April 1. 3. If Folsom point closure is unavoidable then adopt congestion relief measures using Brown's Ravine or Hobbie Cove. 4. If Folsom Point closure is unavoidable then relieve congestion by adding facilities at Beal's Point and only close Folsom Point after the new bridge is completed at the end of 2008. 5. Route the haul road at Folsom Point out of the public areas and use a flagman crossing or an underpass at the park entrance road to minimize disruption and the resulting congestion. <p>Regarding the economic modeling used in the EIS/EIR there appears to be a significant under estimate of the local economic impact. The reduction in sales of large ticket items (homes, land, boats, vehicles, water toys) should be considered.</p> <p>Regarding the opportunity for public input it appears that local stakeholders were not notified of the project. In the future, please copy me on the official notices. Also please post notices at the entrances to Folsom Lake State Recreation areas as well as noticing local user or neighborhood associations.</p>	<p>Shawn,</p>
<p>398</p>	<p>Rich Rumsey</p>	

Sequence number: 1

Author:

Subject: #397-1

Date: 3/15/2007 10:42:06 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR. Please see Response to Comment #12-1 regarding the economic analysis for the Folsom DS/FDR. The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

	<p>I am a lifelong resident of Folsom, and I want to voice my disapproval of the proposal to close Folsom Point. Closure of the Dam Road has placed an unfair burden on Folsom already, but to compound it by closing Folsom Point and depriving us of our only access to Folsom Lake seems unconscionable. After all, it is FOLSOM LAKE (but you can't get there from Folsom?). Placer and El Dorado counties refuse to share in any of the expense of providing security to open the Dam Road, but it is their traffic that is choking our town.</p> <p>#398-1 Alternative Staging Why not use land around Beals Point or the open land in front of Mormon Island? Our businesses can not afford, and don't deserve to shoulder this additional burden. I am a Broker Associate with Prudential California Realty, and I worry about the affect on our home values, as well. We already face the bleak prospect of Intel doing a major lay off this year, and between the two forces, the financial impact on our town could be quite significant.</p> <p>Dear Mr. Oliver:</p> <p>The proposed closure of Folsom Point recreation area during the 7 year construction of Folsom Dam improvements is not acceptable.</p> <p>#399-1 Alternative Staging Please comment on the following alternatives which were not included in the draft EIS/EIR:</p> <ol style="list-style-type: none"> 1. Alternatives that allow Folsom Point to remain fully open by relocating staging and processing area to the west side of Dike 8 or further west to Dike 7. 2. If Folsom Point closure is unavoidable then restricting the closure time to the off season period of Oct 1 – April 1. 3. If Folsom point closure is unavoidable then adopt congestion relief measures using Brown's Ravine or Hobbie Cove. 4. If Folsom Point closure is unavoidable then relieve congestion by adding facilities at Beal's Point and only close Folsom Point after the new bridge is completed at the end of 2008. 5. Route the haul road at Folsom Point out of the public areas and use a flagman crossing or an underpass at the park entrance road to minimize disruption and the resulting congestion. <p>Regarding the economic modeling used in the EIS/EIR there appears to be a significant under estimate of the local economic impact. The reduction in sales of large ticket items (homes, land, boats, vehicles, water toys) should be considered.</p> <p>Regarding the opportunity for public input it appears that local stakeholders were not notified of the project. In the future, please copy me on the official notices. Also please post notices at the entrances to Folsom Lake State Recreation areas as well as noticing local user or neighborhood associations.</p> <p>Dear Mr. Shawn Oliver:</p> <p>Thank you for the opportunity to comment on this Draft EIS/EIR. We acknowledge that the Folsom Joint Federal Project (JFP) is being developed to coordinate the efforts of both the U.S. Bureau of Reclamation (USBR) and the U.S. Army Corps of Engineers (Corps) for the long-term viability and safety of Folsom Dam and associated flood damage reduction benefits.</p>
<p>399</p> <p>Ben Roth</p>	<p>#400-1 Existing Conditions Operations As we understand it, current flood control operations for Folsom Dam and Reservoir (including regulating criteria) are set out in the Corps' <i>Folsom Dam and Lake, American River, California Water Control Manual</i> (1987). In 1996, the Interim Flood Control Plan Diagram for Folsom Reservoir (a.k.a. Interim Flood Operations) was developed cooperatively between the USBR and the Sacramento Area Flood Control Agency (SAFCA). A significant component of the Interim Flood Operations was the</p>
<p>400</p> <p>William T Hetland</p>	<p>the USBR and the Sacramento Area Flood Control Agency (SAFCA). A significant component of the Interim Flood Operations was the</p>

Sequence number: 1

Author:

Subject: #400-1

Date: 3/15/2007 1:28:14 PM

T Existing Conditions Operations – The Project Agencies appreciate El Dorado County Water Agency’s interest in current and future reservoir operations as operations relate to water supply.

The authorization for the Folsom Modification Project directs the Corps to change the variable flood storage space at Folsom Lake from the current interim operation of 400,000 acre-ft to 670,000 acre-feet to a 400,000 acre-feet to 600,000 acre-feet (400/600) permanent variable flood space operation once the Folsom Modification Project has been implemented. The Corps, with coordination by Reclamation, will develop a new flood control manual for Folsom Dam for implementation prior to completion of the JFP Auxiliary Spillway. The new flood control manual feature is currently being scoped as a parallel process. **Therefore, operations are analyzed and disclosed based upon current operational requirements in this EIS/EIR. The parallel flood control manual development and study will include variable flood storage space, including analysis of forecast based operations, new flood release schedules and a plan component for repayment of potential water supply losses resulting from implementation of this flood control manual. This parallel study will be a collaborative process with the appropriate level of environmental analysis, public, agency and stakeholder coordination, and appropriate NEPA/CEQA documentation.**

Sequence number: 2

Author:

Subject: #399-1

Date: 3/15/2007 10:42:22 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR. Please see Response to Comment #12-1 regarding the economic analysis for the Folsom DS/FDR. The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #398-1

Date: 3/15/2007 10:42:13 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

	<p>variable 400,000 to 670,000 acre-feet empty space storage requirements for Folsom Reservoir which changed the then authorized storage space which was fixed at 400,000 acre-ft. As a 5-year Interim Agreement, this was intended to increase the available flood storage space in Folsom Reservoir to a maximum of 670,000 acre-feet depending on upstream storage conditions providing ostensibly, great flood storage relief during times of high runoff or reservoir inflow. Upon expiration in 2000, this Interim Agreement was extended for 2-years. From 2002-2004, however, no agreement was in place.</p> <p>In 2004, a new agreement was negotiated between the USBR and SAFCA to continue with the 400,000 – 670,000 acre-feet variable flood storage operation unless and until such time as the Corps implemented a new water control manual and associated new flood control diagram.</p> <p>Under this current agreement, the operational criteria (e.g., 400,000-670,000 acre-feet variable flood storage) will expire in 2018. Our current understanding is that, as part of this joint effort, the Corps will be developing an Updated Flood Management Plan and Flood Control Manual (e.g., a new flood control diagram).</p> <p>Regarding the interests of the El Dorado County Water Agency, Folsom Reservoir represents a key water supply source for a significant portion of the western slopes of El Dorado County.</p> <p>Accordingly, the El Dorado County Water Agency as well as the El Dorado Irrigation District hold strong and continuing vested interests in the long-term management, operation, and viability of this federal facility. Any change in reservoir operations that may affect the storage upon which the western slopes of El Dorado County depend is of significant interest to us. With a variety of water entitlements that depend on water year type and, therefore, indirectly on year-to-year reservoir carryover, any change in operation releases (vis-à-vis a new flood control diagram) could affect the degree with which we would be able to obtain full deliveries under our federal contracts.</p> <p>Consequently, as the Corps develops the Update Flood Management Plan and Flood Control Manual, the El Dorado County Water Agency will be very interested in ensuring that the operation assumptions used to develop a new flood control diagram carefully consider the demands, seasonal timing, and infrastructure requirements (both current and future planned) associated with the water supply needs of El Dorado County Water Agency and El Dorado Irrigation District. As an example, any forecast-based operation feasibility studies that contemplated the release from storage of water earlier, in advance of coming storms, must carefully consider the seasonal demand curve of El Dorado County purveyors, reservoir refill capabilities based on historical records, the sensitivity of the flood diagram <i>shoulder periods</i> (early spring and late fall), and the potential future changes in runoff hydrology from the American River basin resulting from long-term climatic variations.</p> <p>We look forward to reviewing the Final EIS/EIR and appreciate the opportunity to comment on this document. Please feel free to call me if you seek clarification on any of our comments.</p> <p>Sincerely, William T. Hetland, P.E. General Manager El Dorado County Water Agency</p>
<p>401</p>	<p>Linda Freeman To all of our honorable representatives:</p>

This page contains no comments

		<p>RE: " PROPOSED" CLOSURE OF FOLSOM POINT STATE PARK (A.K.A. DYKE 8) by BUREAU OF RECLAMATION AND U. S. ARMY CORPS OF ENGINEERS.</p> <p>Please be advised that we, citizens of Folsom, CA, have been put on notice that a proposed closure of our park is scheduled for the fall of 2007. This proposal comes from the Bureau of Reclamation and the U. S. Army Corps of Engineers. It is our understanding that our beautiful park and recreation area will be used as a construction staging area for different work projects on the dam and Mormon Island Spillway by the Bureau and Army Corps of Engineers.</p> <p>It is our belief that this closure will have deep and dramatic effects on families, businesses, tourism and the environment. The consequences are far reaching. [#401-1 Recreation lake access closure.] This is a family community. We bring our children to the lake to walk, bike, swim, picnic, fish, boat and just enjoy nature. This scenario is repeated over and over again. Folsom Point is one of the reasons people buy homes in this area. This park is one of the jewels of Folsom. Bird Watchers frequent the park. [#401-2 Vegetation and Wildlife.] I might point out that even though the Bald Eagle is no longer on the endangered species list, it is still protected by the "Bald and Gold Eagle Protection Act". It is my understanding that one of the afforded protections is not to disturb the nesting area or flight pattern area. This needs more investigation. We have not been given adequate time to investigate the impact that this proposal will have on our environment. We have other migratory birds that now nest there as well. [#401-3 Air quality.] The environmental impact on our air quality could be dangerous for residents. This is a pathway for many other animals as well. Rattlesnakes also reside at Folsom Point.</p> <p>[#401-4. Socioeconomics businesses.] The businesses in Folsom will definitely realize a financial impact. Our business owners look forward to the summer months when tourists and other lake traffic provide much needed revenue. Our businesses suffered with the closure of the Dam Road and now this may be the proverbial "straw" for financial loss. Business owners have expressed a great concern.</p> <p>We do not oppose positive improvements on the dam. We request a staging area that will not hurt so many families, businesses, wildlife, and real estate values. [#401-5 Public Involvement.] In all truth we have not been given adequate time in which to address these issues. Our first notice was on January 9th, 2007. We were advised that 3,000 flyers were sent out. This is a city with a population of 63,000. The deadline given to us to discuss the closure is January 22, 2007. That was essentially " no notice." We need counsel as to our rights and the right of the wildlife who cannot speak for themselves.</p> <p>We ask all of you, as our voice and representatives, to please aid us in this endeavor.</p> <p>We use this point multiple times a week from May to August and a few times per month during the winter. Our children need a place to have family barbecues in the picnic area. We need a place to walk our dog on the leash. We need easy access to a boat ramp. Folsom Point is a place our community needs to gather and enjoy family time. We need not have easy access to Granite Bay and the El Dorado Hills boat ramp cannot accommodate all of us. Please do not close Folsom Point.</p> <p>To all of our honorable representatives:</p> <p>RE: " PROPOSED" CLOSURE OF FOLSOM POINT STATE PARK (A.K.A. DYKE 8) by BUREAU OF RECLAMATION AND U. S. ARMY CORPS OF ENGINEERS.</p>
<p>402</p>	<p>Peter</p>	

Sequence number: 1

Author:

Subject: #401-2

Date: 3/16/2007 4:35:31 PM

T Vegetation and Wildlife - See Responses to Comment #151-2.

See Section 4.3.12 in Chapter 4 of the Final EIS/EIR for more information.

Sequence number: 2

Author:

Subject: #401-3

Date: 3/15/2007 9:01:04 AM

T Air Quality - All construction projects involving large equipment produce air quality emissions. Chapter 3.3 of the Draft EIS/EIR describes the types of emissions possible for this project. Reclamation has already initiated discussions with the Sacramento Metropolitan Air Quality Management District on emission controls and mitigation requirements. All construction work will comply with the air quality emissions requirements, that have been established to protect human health, and as presented in the air quality permit to be issued by the Air Quality Management District. Also see Section 4.3.11 of Chapter 4 in the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #401-1

Date: 3/15/2007 10:42:35 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #401-5

Date: 3/4/2007 12:49:09 PM -08'00'

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #401-4

Date: 3/15/2007 9:01:29 AM

T Socioeconomics - See Response to Comment #12-1.

		<p>Please be advised that we, citizens of Folsom, CA, have been put on notice that a proposed closure of our park is scheduled for the fall of 2007. This proposal comes from the Bureau of Reclamation and the U. S. Army Corps of Engineers. It is our understanding that our beautiful park and recreation area will be used as a construction staging area for different work projects on the dam and Mormon Island Spillway by the Bureau and Army Corps of Engineers.</p> <p>It is our belief that this closure will have deep and dramatic effects on families, businesses, tourism and the environment. The consequences are far reaching. [#402-1 Recreation lake access closure.] This is a family community. We bring our children to the lake to walk, bike, swim, picnic, fish, boat and just enjoy nature. This scenario is repeated over and over again. Folsom Point is one of the reasons people buy homes in this area. This park is one of the jewels of Folsom. Bird Watchers frequent the park. [#402-2 Vegetation and Wildlife.] I might point out that even though the Bald Eagle is no longer on the endangered species list, it is still protected by the "Bald and Gold Eagle Protection Act". It is my understanding that one of the afforded protections is not to disturb the nesting area or flight pattern area. This needs more investigation. We have not been given adequate time to investigate the impact that this proposal will have on our environment. We have other migratory birds that now nest there as well. [#402-3 Air quality.] The environmental impact on our air quality could be dangerous for residents. This is a pathway for many other animals as well. Rattlesnakes also reside at Folsom Point. [#402-4. Socioeconomics businesses.] The businesses in Folsom will definitely realize a financial impact. Our business owners look forward to the summer months when tourists and other lake traffic provide much needed revenue. Our businesses suffered with the closure of the Dam Road and now this may be the proverbial "straw" for financial loss. Business owners have expressed a great concern. We do not oppose positive improvements on the dam. We request a staging area that will not hurt so many families, businesses, wildlife, and real estate values. [#402-5 Public Involvement.] In all truth we have not been given adequate time in which to address these issues. Our first notice was on January 9th, 2007. We were advised that 3,000 flyers were sent out. This is a city with a population of 63,000. The deadline given to us to discuss the closure is January 22, 2007. That was essentially "no notice." We need counsel as to our rights and the right of the wildlife who cannot speak for themselves.</p> <p>We ask all of you, as our voice and representatives, to please aid us in this endeavor.</p> <p>Have all other avenues been exhausted? This seems crazy that closing the point for 7 years is our only choice. Business will suffer worse than the closing of the Dam Road. Home values will erode. It should NOT be up to citizens to come up with alternatives. What about using land behind the P.I.A as staging area?</p>
<p>403</p>	<p>Robin Clary</p>	<p>Hello, You have got to be kidding... [#403-1 Recreation lake access closure] Now you are closing Folsom Point...one of the good things in town during the hot summers. [#403-2 Traffic] First the city over builds so the roads are crowded. Then the Dam Road is closed, so it is not just crowded, but there is gridlock throughout the town. [#403-3 Remaining lake access] Now they want us to drive our boats across the already crowded bridge to Granite Bay. Don't even mention Brown's Ravine. That dock is crowded on a good day. [#403-4 Alternative Staging] In this day in age, with high tech engineering, are going to tell me that there is not another way? I have bought yearly passes 16 years. My parents have bought longer than that. I know that recreation is not the goal for the lake, however, there has to be revenue from all the passes sold. I have never had a problem paying for them because I felt it went to keeping our beautiful lake maintained. My mistake..it was never "our" lake. It is not controlled by me, or anyone who cares about me. You take away my access and it seems, tried to hide that fact I come home from vacation and it is the first I have heard about it. Unfortunately I was not home when the petitions were signed and they were picketing. Folsom is becoming a town that offers very little. I'm not surprised. Folsom citizens seem to always get the shaft.</p>

Sequence number: 1
Author:
Subject: #403-4
Date: 3/15/2007 10:43:21 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2
Author:
Subject: #402-3
Date: 3/15/2007 9:04:19 AM

T Air Quality - All construction projects involving large equipment produce air quality emissions. Chapter 3.3 of the Draft EIS/EIR describes the types of emissions possible for this project. Reclamation has already initiated discussions with the Sacramento Metropolitan Air Quality Management District on emission controls and mitigation requirements. All construction work will comply with the air quality emissions requirements, that have been established to protect human health, and as presented in the air quality permit to be issued by the Air Quality Management District. Also see Section 4.3.11 of Chapter 4 in the Final EIS/EIR.

Sequence number: 3
Author:
Subject: #402-2
Date: 3/16/2007 4:35:37 PM

T Vegetation and Wildlife - See Responses to Comment #151-2.

See Section 4.3.12 in Chapter 4 of the Final EIS/EIR for more information.

Sequence number: 4
Author:
Subject: #402-5
Date: 3/4/2007 12:49:20 PM -08'00'

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 5
Author:
Subject: #403-3
Date: 3/15/2007 10:43:15 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6
Author:
Subject: #402-4
Date: 3/15/2007 9:04:48 AM

T Socioeconomics - See Response to Comment #12-1.

Sequence number: 7
Author:
Subject: #402-1
Date: 3/15/2007 10:42:49 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 8
Author:
Subject: #403-1
Date: 3/15/2007 10:43:05 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 9
Author:
Subject: #403-2
Date: 3/15/2007 11:41:32 AM

		<p>Please be advised that we, citizens of Folsom, CA, have been put on notice that a proposed closure of our park is scheduled for the fall of 2007. This proposal comes from the Bureau of Reclamation and the U. S. Army Corps of Engineers. It is our understanding that our beautiful park and recreation area will be used as a construction staging area for different work projects on the dam and Mormon Island Spillway by the Bureau and Army Corps of Engineers.</p> <p>It is our belief that this closure will have deep and dramatic effects on families, businesses, tourism and the environment. The consequences are far reaching. [#402-1 Recreation lake access closure.] This is a family community. We bring our children to the lake to walk, bike, swim, picnic, fish, boat and just enjoy nature. This scenario is repeated over and over again. Folsom Point is one of the reasons people buy homes in this area. This park is one of the jewels of Folsom. Bird Watchers frequent the park. [#402-2 Vegetation and Wildlife.] I might point out that even though the Bald Eagle is no longer on the endangered species list, it is still protected by the "Bald and Gold Eagle Protection Act". It is my understanding that one of the afforded protections is not to disturb the nesting area or flight pattern area. This needs more investigation. We have not been given adequate time to investigate the impact that this proposal will have on our environment. We have other migratory birds that now nest there as well. [#402-3 Air quality.] The environmental impact on our air quality could be dangerous for residents. This is a pathway for many other animals as well. Rattlesnakes also reside at Folsom Point. [#402-4. Socioeconomics businesses.] The businesses in Folsom will definitely realize a financial impact. Our business owners look forward to the summer months when tourists and other lake traffic provide much needed revenue. Our businesses suffered with the closure of the Dam Road and now this may be the proverbial "straw" for financial loss. Business owners have expressed a great concern. We do not oppose positive improvements on the dam. We request a staging area that will not hurt so many families, businesses, wildlife, and real estate values. [#402-5 Public Involvement.] In all truth we have not been given adequate time in which to address these issues. Our first notice was on January 9th, 2007. We were advised that 3,000 flyers were sent out. This is a city with a population of 63,000. The deadline given to us to discuss the closure is January 22, 2007. That was essentially " no notice." We need counsel as to our rights and the right of the wildlife who cannot speak for themselves.</p> <p>We ask all of you, as our voice and representatives, to please aid us in this endeavor.</p> <p>Have all other avenues been exhausted? This seems crazy that closing the point for 7 years is our only choice. Business will suffer worse than the closing of the Dam Road. Home values will erode. It should NOT be up to citizens to come up with alternatives. What about using land behind the P.I.A as staging area?</p>
<p>403</p>	<p>Robin Clary</p>	<p>Hello, You have got to be kidding!!! [#403-1 Recreation lake access closure] Now you are closing Folsom Point...one of the good things in town during the hot summers. [#403-2 Traffic] First the city over builds so the roads are crowded. Then the Dam Road is closed, so it is not just crowded, but there is gridlock throughout the town. [#403-3 Remaining lake access] Now they want us to drive our boats across the already crowded bridge to Granite Bay. Don't even mention Brown's Ravine. That dock is crowded on a good day. [#403-4 Alternative Staging] In this day in age, with high tech engineering, are going to tell me that there is not another way? I have bought yearly passes 16 years. My parents have bought longer than that. I know that recreation is not the goal for the lake, however, there has to be revenue from all the passes sold. I have never had a problem paying for them because I felt it went to keeping our beautiful lake maintained. My mistake..it was never "our" lake. It is not controlled by me, or anyone who cares about me. You take away my access and it seems, tried to hide that fact I come home from vacation and it is the first I have heard about it. Unfortunately I was not home when the petitions were signed and they were picketing. Folsom is becoming a town that offers very little. I'm not surprised. Folsom citizens seem to always get the shaft.</p>

Transportation - It is recognized that construction projects involve increased transport of materials to the construction site. The project agencies will develop a transportation management plan that will include input from city traffic engineers. The plan will provide guidelines on preferred traffic routes, route restrictions, and time of day restriction on using certain routes. Transportation contractors will be required to adhere to the plan. See Section 4.3.9 in Chapter 4 of the Final EIS/EIR for more information.

404	Paul & Connie Freese	<p>Robin Clary 110 Haskins Court Folsom 916-983-7245</p> <p>We do not oppose positive improvements on the dam. We request a staging area that will not hurt so many families, businesses, wildlife, and real estate values. [#404-1 Public Involvement.] In all truth we have not been given adequate time in which to address these issues. Our first notice was on January 9th, 2007. We were advised that 3,000 flyers were sent out. This is a city with a population of 63,000. The deadline given to us to discuss the closure is January 22, 2007. That was essentially "no notice." We need counsel as to our rights and the right of the wildlife who cannot speak for themselves.</p> <p>We have built 2 custom houses in Briggs Ranch over the last 16 years because we have loved the access & recreation that Folsom Point has given us in the raising of our 4 daughters. We go for daily walks there & have enjoyed years of boating on the lake- We have invested close to if not over a million dollars in the building of these homes & quite frankly would not want to live anywhere else in Folsom or Sacramento but here. If this construction takes place for the period of time your project we will have no alternative but to move & take our family, business, and livings elsewhere. I project that will be the path MANY will follow if this happens.</p> <p>Dear Shawn Oliver,</p> <p>[#405-1 Public Involvement.] Would you be willing to help us here in Folsom with finding an alternate site for staging and construction equipment for the retrofitting of Folsom Dam? Folsom has already been negatively impacted by the closure of the Dam Road & the overlook parking & access area. Closing our only other real access to the lake would be only what we would call tragic for families who moved here knowing there was lake access for picnics, swimming, walks with kids, camp fires, boating, viewing and watching sunsets and taking visitors to Folsom. Please encourage the construction people and the engineers to find another staging site or another way to use the alternatives that the Folsom City Council has proposed. They should flex a little and make it possible that they should not do such a drastic closure of our one park & picnic & access area to our Folsom Lake.</p> <p>Thank you for sending the Folsom Dam Safety and Flood Damage Reduction Draft Environmental Impact Study/Environmental Impact Report (DEIR) to the Sacramento Metropolitan Air Quality Management District (District) for review and comment. District staff comments follow.</p>
405	Steve & Jan Volker	<p>[#406-1 Air Quality.] Section 3.3, page 7 of the DEIR contains Table 3.3-4 which summarizes General Conformity de minimis Thresholds. Please note that the thresholds listed in this table may change as a result of the United States Court of Appeals for the District of Columbia decision, December 22, 2006 in South Coast Air Quality Management District v. Environmental Protection Agency (Case number 04-1200).</p> <p>Section 3.3 (Air Quality) page 10 of the DEIR state:</p> <p>"If project construction NOx emissions exceed 85 lbs/day, then a standard set of construction mitigation measures must be incorporated into the Draft EIR and mitigation monitoring and reporting program (MMRP). The inclusion of these measures allows the applicant to assume a 20 percent reduction in NOx emissions from construction activities. If the mitigated NOx emissions still exceed 85 lbs/day, SMAQMD's policy is to charge a mitigation fee of \$14,300/ton of excess (greater than 85 lbs/day) NOx emissions."</p> <p>Because this project is anticipated to generate significant emissions of criteria pollutants, it is likely that the District will need to devote significant staff resources for administration of the mitigation program. Consequently, the district recommends that this project utilize the updated fee calculation methodology scheduled to commence on February 15, 2007. The updated fee calculation methodology includes an administrative fee that will offset district expenditures related to this project. The updated fee calculator can be downloaded from the following internet site: http://www.airquality.org/ceqa/index.shtml#MitFees.</p>
406	Joseph Hurley	

Sequence number: 1

Author:

Subject: #404-1

Date: 3/15/2007 10:43:35 PM

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR. Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #405-1

Date: 3/15/2007 10:43:44 PM

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR. Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #406-1

Date: 3/15/2007 9:16:50 AM

T Air Quality - All construction projects involving large equipment produce air quality emissions. Chapter 3.3 of the Draft EIS/EIR describes the types of emissions possible for this project. Reclamation has already initiated discussions with the Sacramento Metropolitan Air Quality Management District on emission controls and mitigation requirements. All construction work will comply with the air quality emissions requirements, that have been established to protect human health, and as presented in the air quality permit to be issued by the Air Quality Management District. Also see Section 4.3.11 of Chapter 4 in the Final EIS/EIR.

<p>407</p>	<p>Christopher Hodges</p>	<p>As identified in section 3.3, page 26, the meteorological data used in the dispersion analysis is based on Lakes Environmental Webmet. Please note that SMAQMD has not reviewed the Lakes data for accuracy, and does not endorse it, or any other specific data, at this time. However, we recognize that Lakes data is commonly used as a source of meteorological data for environmental documents.</p> <p>Section 3.3, page 35 of DEIR lists "AQ-5" (use of emulsified or aqueous diesel fuel) as a potential measure to mitigate NOx emissions resulting from the project. This mitigation measure is infeasible because this type of diesel fuel is not available in the Sacramento Area. The district recommends that this mitigation measure be omitted in the Final EIR/EIS.</p> <p>Section 3.3, page 38, includes a discussion of a particulate matter. The district recommends changing the discussion of the particulate matter modeling results to provide a more thorough disclosure of the project's impact. The district suggests using the following language: "The project's impact (with mitigation) on the 24-hour PM2.5 concentrations is up to 40% of the NAAQS. This impact contributes to existing violations of the NAAQA occurring in the area." This would replace the current language.</p> <p>Appendix E in Volume II of the DEIR contains detailed tables of anticipated emissions of criteria pollutants from various types of construction equipment that will be used on the project site. The total amount of anticipated emissions is calculated using estimates based on the duration of equipment use, year of use, and emission factors from the District's 1994 CEQA guidance document. Since the release of the 1994 document, updated emission factors that better reflect actual emission rates from off-road vehicles during the period of active construction have become available. The District provided up to date emission factors to project staff and the District recommends that the final EIR/EIS utilize these updated emission factors.</p> <p>Please contact me at 916-874-2694 or jhurley@airquality.org if you have questions regarding district comments on this project.</p> <p>Sincerely,</p> <p>Joseph Hurley Assistant Air Quality Planner/Analyst Sacramento Metropolitan Air Quality Management District</p> <p>Cc Larry Robinson SMAQMD</p> <p>RE: Summary of Comments on Folsom Dam Safety and Flood Reduction EIS/EIR</p> <p>Dear Mr. Oliver:</p> <p>Attached are 4 letters of comments I have on the Folsom Dam Safety and Flood Reduction Draft EIS/EIR. I divided the comments into four letters by subject (Congestion, Economic Modeling, Staging and Notices) to assist in your distribution to the appropriate responsible individuals. I have not fully considered all issues but felt it was most important to get comments in before Monday's deadline. I may submit additional comments at a later time.</p> <p>I sincerely appreciate the hard work that your organizations have invested in this project, the cost savings you have achieved and the</p>
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This page contains no comments

		<p>rapid speed in which the project has been assembled. I thank you for the time you have spent in the last week and a half discussing the project with myself and the community.</p> <p>There is just this one little issue... the closure of Folsom Point. Thank you again for your time and dedication.</p> <p>Respectfully,</p> <p>Christopher Hodges Vice President Brothers Boats- Sacramento RE: Comments on Folsom Dam Safety and Flood Reduction EIS/EIR – Staging</p> <p>Dear Mr. Oliver:</p> <p>#4407-1 Alternative Staging.] The following are comments on the Folsom Dam Safety and Flood Reduction Draft EIS/EIR regarding construction staging on the east side of Folsom Lake. No alternatives were considered that avoided major impacts to Folsom Point public access. I would appreciate responses to the following suggestions on maintaining Folsom Point public access:</p> <ol style="list-style-type: none"> 1) Relocating the staging area to the west side of Dike 8 2) Relocating the staging area to the east of Dike 7 (lake side). 3) Relocating the staging area to the west of Dike 7. 4) Relocating the staging area to the south of Folsom Point or south of MIAD with a haul road that allows continued public access to Folsom Point. 5) Relocating the staging area to the northeast of MIAD with a haul road described in suggestion 4. <p>Respectfully,</p> <p>Christopher Hodges Vice President Brothers Boats – Sacramento RE: Comments on Folsom Dam Safety and Flood Reduction EIS/EIR – Congestion</p> <p>Dear Mr. Oliver:</p> <p>The following are suggested alternatives for the Folsom Dam Safety and Flood Reduction Draft EIS/EIR regarding congestion issues:</p> <ol style="list-style-type: none"> 1) Maintain full public access to Folsom Point by relocating the staging and processing areas to the west side of Dike 8 or further west to Dike 7. 2) If Folsom Point closure is unavoidable then the closure time should be restricted to the off season period of Oct 1-April 1. 3) If Folsom Point closure is unavoidable then adopt congestion relief measures that utilize Brown's Ravine or Hobie Cove. 4) If Folsom Point closure is unavoidable then relieve congestion by adding facilities at Beal's Point and only close Folsom Point
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Sequence number: 1
Author:
Subject: #407-1
Date: 3/15/2007 10:43:57 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

	<p>after the new bridge is completed at the end of 2008.</p> <ol style="list-style-type: none"> 5) Route the haul road at Folsom Point out of the public areas and use a flagman crossing or an underpass to cross the park entrance road to minimize loss of use at Folsom Point and the resulting congestion around Folsom Lake. 6) Relocate public facilities to the area northeast of MIAD but south of Brown's Ravine. <p>Respectfully,</p> <p>Christopher Hodges Vice President Brothers Boats – Sacramento RE: Comments on Folsom Dam Safety and Flood Reduction EIS/EIR – Notices</p> <p>Dear Mr. Oliver:</p> <p>#4407-2 Public Involvement.] The following are comments on the Folsom Dam Safety and Flood Reduction Draft EIS/EIR regarding notices given and future notices:</p> <ol style="list-style-type: none"> 1) The comment period should be extended for at least 30 days. 2) Public notice was not adequate regarding possible closure of Folsom Point. Our business received no direct notice. No notices describing the potential closure were published in local papers or covered in press releases. 3) No notice of possible closure was posted at Folsom Point until an ad-hoc flier appeared early this week. 4) In the future, I would like to receive notices directly. 5) Local community and user associations should receive notices directly. 6) Neighboring property owners and neighborhood associations within proximity to the affected areas (1000 feet?) should receive direct notification. 7) As the project moves forward please involve our organization before setting times during which access to Folsom Lake may be restricted. <p>Respectfully,</p> <p>Christopher Hodges Vice President Brothers Boats – Sacramento RE: Comments on Folsom Dam Safety and Flood Reduction EIS/EIR – Economic Model</p> <p>Dear Mr. Oliver:</p> <p>#4407-3 Socioeconomics.] The following are comments on the Folsom Dam Safety and Flood Reduction Draft EIS/EIR Economic Modeling:</p> <ol style="list-style-type: none"> 1) There appears to be a significant under-estimate of the local economic impact. The reduction in sales of large ticket items
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Sequence number: 1

Author:

Subject: #407-2

Date: 3/4/2007 12:49:50 PM -08'00'

T The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #407-3

Date: 3/15/2007 9:29:07 AM

T Socioeconomics - See Response to Comment #12-1.

		<p>(homes, land, boats, vehicles, water toys) should be considered.</p> <ol style="list-style-type: none"> 2) The annual "retail effect" listed in Table 4-14 at \$174,500 is very low. The impact on our business alone (extrapolated from the losses caused by the closure of Folsom Dam Road and closing of the Folsom Lake during the past flood gate failure) we estimate at more that \$500,000 per year. 3) The economic model only examines the regional "tri-county" effect yet the losses are primarily in the City of Folsom and the gains are regional. The modeling should explicitly examine the net effect to the City of Folsom. 4) The gains and losses shown in Table 4-24 which imply a net economic gain during construction will mislead readers considering comments 1-3 above. <p>Respectfully,</p> <p>Christopher Hodges Vice President Brothers Boats – Sacramento</p>
<p>408</p>	<p>John M. Sanfilippa</p>	<p>#408-1 Alternative Staging.] As a Resident of Folsom I urge the Bureau of Reclamation to find an alternative site to stage improvement operations to the Folsom Dam. In the spring and the summer I use Folsom Point as a place to fish and launch my boat from. If Folsom Point is closed I will no longer purchase an annual recreational pass for access to the lake and I will not stand in line at Brown's Ravine or any other launch facility to launch a boat (economic impact). Additionally Folsom lake is open to the public and access to it should remain in the public's domain. Completing the work from another staging area makes sense! This would allow continued access to the lake at Folsom Point for fisherman, recreational boaters, and those using the picnic areas.</p> <p>#409-1 Alternative Staging.] Please comment on the following alternatives which were not included in the draft EIS/EIR:</p> <ol style="list-style-type: none"> 1) Alternatives that allow Folsom Point to remain fully open by relocating staging and processing area to the west side of Dike 8 or further west to Dike 7. 2) If Folsom Point closure is unavoidable then restricting the closure time to the off season period of Oct 1-April 1. 3) If Folsom Point closure is unavoidable then adopt congestion relief measures using Brown's Ravine or Hobie Cove. 4) If Folsom Point closure is unavoidable then relieve congestion by adding facilities at Beal's Point and only close Folsom Point after the new bridge is completed at the end of 2008. 5) Route the haul road at Folsom Point out of the public areas and use a flagman crossing or an underpass at the park entrance road to minimize disruption and the resulting congestion. <p>Regarding the economic modeling used in the EIS/EIR there appears to be a significant under estimate of the local economic impact. The reduction in sales of large ticket items (homes, land, boats, vehicles, water toys) should be considered.</p> <p>Regarding the opportunity for public input it appears that local stakeholders were not notified of the project. In the future please copy me on the official notices. Also please post notices at the entrances to Folsom Lake State Recreation areas as well as noticing local user or neighborhood associations.</p> <p>#410-1 Alternative Staging.] Please comment on the following alternatives which were not included in the draft EIS/EIR:</p>
<p>409</p>	<p>Rob Langbehn</p>	<p>#410-1 Alternative Staging.] Please comment on the following alternatives which were not included in the draft EIS/EIR:</p>
<p>410</p>	<p>Jeffrey Paylor</p>	<p>#410-1 Alternative Staging.] Please comment on the following alternatives which were not included in the draft EIS/EIR:</p>

Sequence number: 1
Author:
Subject: #408-1
Date: 3/15/2007 10:44:12 PM


T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2
Author:
Subject: #410-1
Date: 3/15/2007 10:44:45 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR. Please see Response to Comment #12-1 regarding the economic analysis for the Folsom DS/FDR. The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

Sequence number: 3
Author:
Subject: #409-1
Date: 3/15/2007 10:44:26 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR. Please see Response to Comment #12-1 regarding the economic analysis for the Folsom DS/FDR. The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

		<p>1. Alternatives that allow Folsom Point to remain fully open by relocating staging and processing area to the west side of Dike 8 or further west to Dike 7.</p> <p>2. If Folsom Point closure is unavoidable then restricting the closure time to the off season period of Oct 1-April 1.</p> <p>3. If Folsom Point closure is unavoidable then adopt congestion relief measures using Brown's Ravine or Hobie Cove.</p> <p>4. If Folsom Point closure is unavoidable then relieve congestion by adding facilities at Beal's Point and only close Folsom Point after the new bridge is completed at the end of 2008.</p> <p>5. Route the haul road at Folsom Point out of the public areas and use a flagman crossing or an underpass at the park entrance road to minimize disruption and the resulting congestion.</p> <p>Regarding the economic modeling used in the EIS/EIR there appears to be a significant under estimate of the local economic impact. The reduction in sales of large ticket items (homes, land, boats, vehicles, water toys) should be considered. Regarding the opportunity for public input it appears that local stakeholders were not notified of the project. In the future please copy me on the official notices. Also please post notices at the entrances to Folsom Lake State Recreation areas as well as noticing local user or neighborhood associations.</p>
<p>411</p>	<p>Nicole Johnston</p>	<p> #411-1 Alternative Staging. Please comment on the following alternatives which were not included in the draft EIS/EIR:</p> <ol style="list-style-type: none"> 1. Alternatives that allow Folsom Point to remain fully open by relocating staging and processing area to the west side of Dike 8 or further west to Dike 7. 2. If Folsom Point closure is unavoidable then restricting the closure time to the off season period of Oct 1-April 1. 3. If Folsom Point closure is unavoidable then adopt congestion relief measures using Brown's Ravine or Hobie Cove. 4. If Folsom Point closure is unavoidable then relieve congestion by adding facilities at Beal's Point and only close Folsom Point after the new bridge is completed at the end of 2008. 5. Route the haul road at Folsom Point out of the public areas and use a flagman crossing or an underpass at the park entrance road to minimize disruption and the resulting congestion. <p>Regarding the economic modeling used in the EIS/EIR there appears to be a significant under estimate of the local economic impact. The reduction in sales of large ticket items (homes, land, boats, vehicles, water toys) should be considered. Regarding the opportunity for public input it appears that local stakeholders were not notified of the project. In the future please copy me on the official notices. Also please post notices at the entrances to Folsom Lake State Recreation areas as well as noticing local user or neighborhood associations.</p>
<p>412</p>	<p>Joseph and Jeanette Abbate</p>	<p>We definitely support the building of a new bridge, but our community has suffered enough. #412-1 Recreation Site Closure We believe there may be other sites that are usable without taking away our recreation area and lake access, e.g the old "Look-out point" on the now closed Dam Road.</p> <p>We understand officials of the city of Folsom have offered three alternatives to the use of Folsom Point, Beal's Point or Granite Bay recreation areas. The use of our recreation areas should only be considered when there are absolutely no other possible alternatives. Thank you for taking the time to read this.</p>
<p>413</p>	<p>Scott Schaffer</p>	<p>My family and I moved up here to Folsom for the primary reason of being close to the lake and the Folsom Point boat launch. We purchased our home in the Parkway as apposed to other areas of less cost so we would have such easy access to the lake and launch. The thought of trying to get out early enough to launch from the other launch this side of the lake is terrible. Driving around to try and get out of Granite Bay side leaves us in similar circumstances. We moved away from a city where you had to "try" and get to</p>

Sequence number: 1

Author:

Subject: #412-1

Date: 3/15/2007 10:45:02 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #411-1

Date: 3/15/2007 10:44:55 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR. Please see Response to Comment #12-1 regarding the economic analysis for the Folsom DS/FDR. The Partner Agencies have complied with both NEPA and CEQA regulations regarding public involvement. For more information, please see the Topical Response for Public Involvement in Section 4.3.2 of Chapter 4 of the Final EIS/EIR.

		<p>the lakes early enough before the parking lots filled and closed for the day. Many other residents of Parkway also feel a huge part of why we moved to this track in particular is now being taken away. Is there not enough open land in other parts of the lake that would not cause all of us to loose the ramp? I can not imaging the cost vs. alternate areas could be so impactful to cause an entire city's boating population to loose there ramp for 7 years!</p> <p>#413-1 Recreation Site Closure] I am discouraged and disappointed at the lack of effort for not designing alternate plans. Rather, the plans simply take away from Folsom residents. How will this effect our homes values? And if this does effect values, how is this to be compensated.</p>
<p>414</p>	<p>Katrina Jackman</p>	<p>Don't you think Folsom has had enough? #414-1 Recreation Site Closure] First you close the Dam Road and now you are considering Folsom Point. Do you plan on financially helping all those residents and business effected? I really do not think they can take one more thing. Around the corner is the building of the new bridge. This will also make it difficult in Folsom and the surrounding areas. Enough is enough. Please come up with one plan that incorporates all the pieces before you start throwing darts at what to do without taking into account how your decisions effect those around the job sites. How about storing your equipment at the prison? They have lots of land. While your at it you could consider actually planning the bridge we all have been promised.</p> <p>Re: Folsom Dam Safety and Flood Damage Reduction Project Draft EIR/EIS Comments</p> <p>Dear Mr. Oliver and Ms. Victorine:</p> <p>The El Dorado Irrigation District (EID) has reviewed the draft Environmental Impact Report (EIR) / Environmental Impact Statement (EIS) completed for the Folsom Dam Safety and Flood Damage Reduction Project. Folsom Reservoir serves as the primary water supply source for the western portion of EID's service area. As such, EID submits the following comments related to water quality impacts associated within construction in the reservoir and water supply impacts associated with placement of additional fill in the reservoir.</p>
<p>415</p>	<p>Daniel M Corcoran – El Dorado Irrigation District</p>	<p>Water Quality</p> <p>#415-1 Water Quality] Section 3.1 of the EIR/EIS discusses potential water quality impacts and potential mitigation measures to meet Basin Plan standards. Specifically, this section includes mitigation measures with best management practices (BMPs) and monitoring plans to minimize water quality impacts during in-reservoir borrow excavation and placement of fill. The Environmental Compliance Monitoring Plan described in Section 2 of the EIR/EIS should specify a procedure for notifying affected parties that treat water from the reservoir for consumptive purposes if implementation of BMPs and monitoring do not succeed in protecting water quality. This action is necessary for the affected parties to take the appropriate actions necessary to ensure proper water treatment.</p> <p>Water Supply</p> <p>#415-2 Water Supply] Section 3.2 of the EIR/EIS discusses potential water supply impacts and potential mitigation measures necessary to maintain water supply during construction and subsequent operation. According to the EIR/EIS, Folsom Reservoir supplies about 140,000 acre-feet of municipal and industrial water supply and up to 1,243 acre-feet of reservoir capacity may be replaced with fill through implementation of each project alternative. The EIR/EIS states that during construction and post-construction water allocations and timing of deliveries to Central Valley Project contractors, including EID, would remain the same as existing conditions. The EIR/EIS should specify how the reduction in storage volume will be handled in modeling analysis, such as CalSim-II, when determining availability of water for existing and future water service or Warren Act contracts to demonstrate that water allocations and timing of deliveries will not be affected.</p>

Sequence number: 1

Author:

Subject: #414-1

Date: 3/15/2007 10:45:16 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #413-1

Date: 3/15/2007 10:45:08 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #415-1

Date: 3/4/2007 4:18:15 PM -08'00'

T Water Quality - The Stormwater Pollution Prevention and Water Quality Management plans will include a requirement to notify water agencies of any release into the reservoir that could affect water quality.


Sequence number: 4

Author:

Subject: #415-2

Date: 3/14/2007 11:19:39 AM

T Water Supply - The Folsom DS/FDR project will not result in the reduction of water supply to M&I users. Please see response to comment # 93-1 for more information on development of a new flood control manual for Folsom Dam and Reservoir.

	<p> #415-3 Water Supply Infrastructure] The EIR/EIS lists the water contractors from Folsom Reservoir and point of delivery for water contractors diverting from the Natomas Pipeline. However, there is no information provided for water contractors diverting from other locations within Folsom Reservoir. EID diverts water through a pump station located within Folsom Reservoir on U.S. Bureau of Reclamation property between Brown's Ravine and New York Creek tributaries. Any dam raises discussed through project alternatives should address potential impacts to water supply through inundation of infrastructure such as the EID pump station. Thank you for the opportunity to comment on the Draft EIR/EIS for the Folsom Dam Safety and Flood Damage Reduction Project. If you have any questions, please contact me at (530) 642-4082.</p> <p>Sincerely, Daniel M. Corcoran Environmental Review Division Manager</p> <p>DMC:le</p>	
<p>416</p>	<p>Laura Fujii USEPA</p>	<p>Dear Mr. Oliver:</p> <p>The U.S. Environmental Protection Agency (EPA) has reviewed the above project pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act. Our comments are provided in accordance with the EPA-specific extension granted by you on January 8 (email verification received on January 17) from January 22, 2007 to January 29, 2007. We greatly appreciate the additional time provided for our review. Our detailed comments are enclosed.</p> <p>Based upon our review, we have rated this DEIS as EC-2, Environmental Concerns – Insufficient Information (see attached "Summary of the EPA Rating System). We have concerns with the potential adverse effects of the proposed project on air quality. We urge implementation of aggressive mitigation measures to reduce project-related emissions to the maximum extent feasible. Furthermore, the required General Conformity Determination should be included in the Final EIS (FEIS).</p> <p>A number of actions were evaluated at a programmatic level pending completion of the detailed engineering design. Actions such as the updated Folsom Facilities operations manual and Auxiliary Spillway dredging are of specific interest to EPA given their potential water quality effects. We request notification of these actions and receipt of the project-level environmental documentation.</p> <p>The Folsom Dam Safety and Flood Damage Reduction Project integrates the engineering solutions addressing hydrologic control, seismic, and static issues authorized in the US Corps of Engineers Folsom Dam Modification and Folsom Dam Raise projects. EPA comments regarding these projects are enclosed for your reference and consideration.</p> <p>We appreciate the opportunity to review this DEIS. Please send two copies of the FEIS to the above address (mail code: CED-2) when it is released for public review. If you have questions, please call Nova Blazej, the new Manager of the Environmental Review Office, at 415-972-3846, or Laura Fujii, the lead reviewer for this project, at 415-972-3852, or at fujii.laura@epa.gov.</p> <p>Sincerely,</p>

Sequence number: 1

Author:

Subject: #415-3

Date: 3/15/2007 9:36:24 AM

T Water Supply Infrastructure - The Folsom DS/FDR project will not affect the infrastructure of EID. There no longer is a plan to increase the surface elevation of the reservoir. Please see Chapter 2 of the Final EIS/EIR for more information.

	<p>Paula Bisson, Manager Environmental Review Office Communities and Ecosystems Division</p>	<p style="text-align: center;">SUMMARY OF EPA RATING DEFINITIONS</p> <p>This rating system was developed as a means to summarize EPA's level of concern with a proposed action. The ratings are a combination of alphabetical categories for evaluation of the environmental impacts of the proposal and numerical categories for evaluation of the adequacy of the EIS.</p> <p style="text-align: center;"><u>ENVIRONMENTAL IMPACT OF THE ACTION</u></p> <p style="text-align: center;"><i>"LO" (Lack of Objections)</i></p> <p>The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.</p> <p style="text-align: center;"><i>"EC" (Environmental Concerns)</i></p> <p>The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.</p> <p style="text-align: center;"><i>"EO" (Environmental Objections)</i></p> <p>The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or new alternative). EPA intends to work with the lead agency to reduce these impacts.</p> <p style="text-align: center;"><i>"EU" (Environmentally Unsatisfactory)</i></p> <p>The EPA review has identified adverse environmental impacts that are sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.</p> <p style="text-align: center;"><u>ADEQUACY OF THE IMPACT STATEMENT</u></p> <p style="text-align: center;"><i>"Category 1" (Adequate)</i></p> <p>EPA believes that the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.</p> <p style="text-align: center;"><i>"Category 2" (Insufficient Information)</i></p> <p>The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to</p>
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This page contains no comments

	<p>fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be identified in the final EIS.</p> <p>“Category 3” (Inadequate)</p> <p>EPA does not believe that the draft EIS adequately assess potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purpose of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.</p> <p>EPA DETAILED COMMENTS, DEIS FOLSOM DAM SAFETY AND FLOOD DAMAGE REDUCITON PROJECT, FOLSOM, CA, JANUARY 22, 2007</p> <p><u>Air Quality Comments</u></p> <p>Implement aggressive air quality mitigation measure and include the General Conformity Evaluation in the Final Environmental Impact Statement. The project area is located in an area designed as non-attainment for ozone and fine particulate matter. Construction-related emissions of nitrogen oxides (NOx), a precursor for ozone, and particulate matter less than 10 and 2.5 microns in diameter (PM10) and PM2.5) would exceed Federal and/or California air quality standards (pps. 3.3-29 to 3.3-37). Mitigation measures are necessary to reduce these adverse emissions. Even with mitigation, NOx, PM10 and carbon monoxide (CO) emissions would be greater than the General Conformity <i>de minimis</i> thresholds, triggering the requirement for a full general conformity evaluation for the selected preferred alternative prior to the Record of Decision (ROD) (p. 3.3-37). We note that the incremental conformity evaluation NOx, PM10, and CO emissions would be significant under the cumulative condition (p. 3.3-38).</p> <p>Recommendations:</p> <p>#416-1 Air Quality Conformity and Mitigation] EPA recommends aggressive implementation of all feasible mitigation measures to address exceedances of air quality standards. The FEIS should include a detailed mitigation plan providing an implementation schedule, the responsible parties, and monitoring and reporting requirements.</p> <p>We recommend that required General Conformity Determination be included in the final environmental impact statement (EIS) with a description of the mitigation/offset measures that will be implemented prior to the project start date.</p> <p>The FEIS should also include a description of the projected operational emissions that will be generated by the completed project.</p> <p><u>NEPA Compliance</u></p> <p>Commit to future NEPA compliance for project changes. Alternative 5 would raise the Folsom facilities by 17 feet in order</p>
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Sequence number: 1

Author:

Subject: #416-1

Date: 3/16/2007 8:47:20 AM

T Air Quality Conformity and Mitigation - The Project Agencies have engaged discussions with the Sacramento Metropolitan Air Quality Management District on measures to reduce emissions and address Conformity. Also see Section 4.3.11 in Chapter 4 of the Final EIS/EIR. A conformity demonstration memorandum will be provided to USEPA prior to identification of the Preferred Alternative in the JFP Record of Decision.

	<p>to increase the reservoir capacity to contain the Probable Maximum Flood. While we recognize this would be a “dry” raise providing for an increase in flood storage capacity, there is concern with the potential future conversion of this storage and flood surcharge space to water supply or multipurpose use (“wet” dam raise). Of specific concern is the potential for changes in use without appropriate public and environmental review.</p> <p>Recommendation:  #416-2 Future NEPA Compliance We recommend the FEIS and ROD include a commitment to future NEPA compliance, with appropriate public review processes, prior to any decision to modify the use of the additional flood storage capacity.</p> <p>General Comments</p> <p>Notify EPA of supplemental environmental documentation. A number of actions were evaluated at a programmatic level pending selection of the final preferred alternative and completion of the detailed engineering design. For example, the lead agencies plan to complete a revised water plan and control manual (p. 1-9), and the US Corps of Engineers (Corps) may dredge the proposed Auxiliary Spillway approach 40 feet deeper than planned by the Bureau of Reclamation (Reclamation) (p. 3.10-18). Both future actions would be evaluated in supplemental NEPA compliance documentation. EPA has interest in these actions, given their potential effects on water quality and beneficial uses within Folsom Reservoir and downstream in the American River.</p> <p>Recommendation:  #416-3 Updated Flood Management Plan Please send two copies of the supplemental environmental compliance documentation and a copy of the Final Updated Flood Management Plan to the address above (mail code: CED-2) when they are released for public view.</p> <p>Document final decisions in separate Joint Federal Project, Reclamation, and Corp Record of Decisions. The DEIS evaluates a Joint Federal Project that will meet Reclamation’s dam safety hydrologic objective and the Corp’s flood damage reduction objective, plus a range of alternative that address other stand-alone flood damage reduction, dam safety, and security actions (p. 1-25).</p> <p>Recommendation:  #416-4 Clear Project Definition and Responsibilities The FEIS should clearly identify the specific decisions and responsible parties for the Joint Federal Project and stand-alone flood damage reduction, dam safety, and security actions. We recommend the final decisions be documented in three distinct Record of Decisions for the Joint Federal Project, Reclamations’ stand-alone actions, and the Corps’ stand-alone actions.</p> <p>Complete and include in the FEIS all Federal requirements. Various Federal requirements will be completed prior to completion of the FEIS or ROD. For instance a draft US FWS biological opinion will be obtained prior to completion of the Final EIS/EIR and a General Conformity Determination completed prior to issuance of the ROD (pp. 1-32 to 1-35).</p> <p>Recommendation:</p>
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Sequence number: 1

Author:

Subject: #416-4

Date: 3/15/2007 9:39:36 AM

T Clear Project Definitions and Responsibilities - The Project Agencies concur on the need for three separate RODs, one for Dam Safety, one for the JFP, and the third for Flood Damage Reduction, as stated in Chapter 1 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #416-3

Date: 3/15/2007 1:03:58 PM

T Updated Flood Management Plan - The Corps of Engineers will provide USEPA with a copy of the updated flood management plan and associated NEPA document, when available.

The authorization for the Folsom Modification Project directs the Corps to change the variable flood storage space at Folsom Lake from the current interim operation of 400,000 acre-ft to 670,000 acre-feet to a 400,000 acre-feet to 600,000 acre-feet (400/600) permanent variable flood space operation once the Folsom Modification Project has been implemented. The Corps, with coordination by Reclamation, will develop a new flood control manual for Folsom Dam for implementation prior to completion of the JFP Auxiliary Spillway. The new flood control manual feature is currently being scoped as a parallel process. **Therefore, operations are analyzed and disclosed based upon current operational requirements in this EIS/EIR. The parallel flood control manual development and study will include variable flood storage space, including analysis of forecast based operations, new flood release schedules and a plan component for repayment of potential water supply losses resulting from implementation of this flood control manual. This parallel study will be a collaborative process with the appropriate level of environmental analysis, public, agency and stakeholder coordination, and appropriate NEPA/CEQA documentation.**

Sequence number: 3

Author:

Subject: #416-2

Date: 3/15/2007 9:42:56 AM

T Future NEPA Compliance - The Final EIS and RODs will state where future NEPA compliance will be necessary in order to complete the overall project.

		<p>#416-5 NEPA Process Coordination] The NEPA process is intended to assist public officials make decisions that are based on an understanding of the environmental consequences, and take actions that protect, restore, and enhance the environment (40 CFR Part 1500.1(c)). We recommend that information sources such as the US FWS Biological Opinion and General Conformity Determination be completed prior to the ROD and included in the FEIS.</p>
<p>417</p>	<p>Jan and Steve Volker</p>	<p>Dear Becky Victorine – #417-1 Alternative Staging] I am writing to request that you could help us if you would be willing. Many, many (in fact the vast majority) of Folsom residents request that you and some other creative engineers could find an alternative place for a staging area for construction equipment rather than closing our one access to Folsom Lake—Folsom Point. Please listen to our city council who has 3 other places. Folsom has already had much negative impact from the closure of the Dam Road and the overlook parking area. The citizens of this town have already flexed and suffered from traffic problems, inconveniences, and business slow down, and perceived impact that we fell affects property values and whether Folsom is a desirable place to live since the Lake is a key part of people living in and moving to Folsom. We believe the construction people and engineers could flex and move to an alternative site. The residents of Folsom should not have to have our one access closed for 7 years. Folsom Point is a key, central part of living in Folsom. Becky Victorine,</p>
<p>418</p>	<p>Beth Luser</p>	<p>#418-1 Auburn Dam] I have lived in Sacramento since 1939 and will remember the flowing part of the American River and the closure of the 14 Street Bridge. Then the Folsom Dam was built with certain specifications as to height and water holding capacity and the number of outlets on the base. To raise the height to increase the holding capacity and at the same time cut more outlets in the base, in my thinking, would weaken the original base. Also, late last year, the Sacramento Bee published a statement from one of the Corp. of Engineers that it would be very difficult to find consultant workers to do this kind of reconstruction. The answer to flood protection is to complete the Auburn Dam promptly.</p>
<p>419</p>	<p>Michelle Hamilton</p>	<p>#419-1 General] Please do not close Folsom Point!! One of the reasons we moved to Folsom was to be close to the lake. We store our boat at home and use Folsom point all the time. I think it is a huge inconvenience for the citizens of Folsom to use this resource as a storage facility. Shame on the city officials for even considering such actions. Ms. Lasala,</p>
<p>420</p>	<p>Patricia Gibbs</p>	<p>My name is Patricia Gibbs I spoke to you at the Folsom Meeting last Wednesday night. #420-1 Possible Property Impacts] own property, in Placer County, which borders Folsom Lake. As I had mentioned, I am concerned about possible changes to the current Fed Gov property line around Folsom Lake as a result of raising the dam and surrounding dikes. Any information and/or maps or other graphical info referencing elevations or contour lines you could provide regarding changes to the Fed Govmt property line as it affects my parcel (number 036-190-075-000) would be greatly appreciated.</p>
<p>421</p>	<p>K. Leonard</p>	<p>#421-1 General] Hello, I fish Folsom Lake all the time. Folsom Point is the only ramp I use. I don't care if construction trucks are driving in the area or over the Point road. I just want to be able to launch. Please do not close our ramp. Mr. Finnegan,</p>
<p>422</p>	<p>Ron Adley</p>	<p>As a twenty year resident of Folsom, the last 14 years in Briggs Ranch, I certainly would not want to see Folsom Point closed any more so than those you have heard from already. At the same time, having years of experience in the steel business having supplied steel to Kiewit Pacific among other firms for large bridge jobs including C.C. Myers after the collapse of the Santa Monica Freeway, Loma Prieta damage, the new Folsom Bridge and many other projects of this magnitude, I understand the difficulties associated</p>

Sequence number: 1

Author:

Subject: #416-5

Date: 3/15/2007 1:04:53 PM

T NEPA Process Coordination - The Project Agencies have been active in coordinating Fish and Wildlife Coordination Act Report requirements with US Fish and Wildlife Service and conformity compliance with the Sacramento Metropolitan Air Quality Management District.

Sequence number: 2

Author:

Subject: #420-1

Date: 3/16/2007 2:21:52 PM

T The Draft EIS/EIR included alternatives that had the potential for increasing that reservoir surface elevation that also could potentially flood property immediately adjacent to the reservoir. However, neither Reclamation nor the Corps are considering actions that would result in an increased reservoir water elevation. Therefore, your property would not be inundated or subject to take under the Preferred Alternative.

Based upon additional engineering analysis since the Draft EIS/EIR was published, the Corps has concluded that with optimization of all elements of its Selected Plan, including the 6STG auxiliary spillway, emergency spillway gate modification, and a 3.5-ft facility raise, an increase to maximum reservoir water surface elevation beyond current dam crest elevation is not anticipated in order to provide for flood damage reduction benefits. The future maximum reservoir surface elevation with the Corps' Selected Plan would not exceed the existing federal property take line for a 200-year flood design event. The anticipated lower maximum water surface elevation for all flood events, inclusive of a PMF event, eliminates the risk that surrounding properties or habitat would be flooded beyond that which occurs under existing conditions. Consequently, no property takes, flowage easements, or additional small scale impoundment features such as dikes or berms beyond the existing take line are planned as part of the Corps' Selected Plan. The 3.5-ft raise of the Corps' Selected Plan will undergo further design during pre-construction, engineering, and design phase and, if needed, addressed through a supplemental NEPA/CEQA document.

Sequence number: 3

Author:

Subject: #417-1

Date: 3/15/2007 10:45:49 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 4

Author:

Subject: #418-1

Date: 3/15/2007 10:46:06 PM

T Auburn Dam – The potential for an upstream storage facility, including Auburn Dam, to meet the objectives of the Folsom DS/FDR was evaluated early in the alternatives assessment process (see Section 2.1.6 of the Draft EIS/EIR) and was eliminated because an Auburn Dam would not meet project purpose and needs. Construction of a new facility upstream of Folsom Reservoir would not address the dam safety or dam security objectives of the Folsom facilities. There is an immediate need to upgrade the Folsom facilities which can be accomplished under current authorities. Also see Section 4.3.6 in Chapter 4 of the Final EIS/EIR.

Sequence number: 5

Author:

Subject: #421-1

Date: 3/15/2007 10:46:35 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 6

Author:

Subject: #419-1

Date: 3/15/2007 10:46:14 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

		<p>with logistics, equipment containment and public safety concerns involved on such large projects. With that said, and assuming your acknowledgement of my experience in such matters, I would like to offer what could be a reasonable solution.</p> <p>I originally hauled from Louisiana where, as you know, flood water is overly abundant which has and will forever more require construction of coffer dams, "large drainage ditches" to divert water away from much needed levee repairs and/or proposed highway projects, including new bridges, not unlike this one on a smaller scale. [422-1 Bargaining Alternative] To meet those demands, extreme large quantities of dirt and rock must be moved and/or excavated as is the case here. In the face of similar concerns and issues here, the solution was the use of barges to move the materials needed. In fact, I suggested the use of barges on the San Ramon Bridge addition project a few years back and they worked perfectly. You may know but if not, the water depth around that bridge is very shallow and sometimes gets very shallow depending on the tide movement and weather. Certainly, a much greater margin of difficulty given the varying water depths when compared to Folsom Lake. Frankly, I would have to believe you have considered the barge option already.</p> <p>By plotting the depths and lake bottom topography necessary to accommodate barge tare weight (there are several barge variations to choose from depending on the application) and material load capacity, surely barges would be the way to manage this situation. Granted, the barges would need to move across recreational boating lanes but if properly marked off noting these barge lanes, I could hardly see that as an encroachment to recreational boating. If need be, the barges could be moved at night and staged for unloading the next working day. Take a look at your aerial maps on hand and you will see that barge traffic from point to point should not pose a problem. Also, where the depths are not sufficient to accommodate a large load, dredge the bottom accordingly thereby creating more usable materials to shore up the Dike at Mormon Island.</p> <p>Again, I would think this option has been considered and if so, I would strongly encourage you to go a bit further in your due diligence in determining the validity of this option. I've seen it work many times in areas much more difficult than what I see at Folsom Lake. However, given the likelihood there may be more involved details to this project limiting my simplistic view, you are much more qualified as to whether this option has merit. As I watched the public outcry unfold over the last weeks however, I haven't heard or read where this option would be considered so thought I would throw my hat in, for what it's worth.</p> <p>Whatever the final outcome, closing Folsom Point is not viable just from recreational revenue losses alone much less having the public's ire focused on your every move. Thanks for taking the time in reading this and good luck with the decision. In the remote chance you feel it necessary to call me, please feel free in doing so.</p>
<p>423</p>	<p>Brian and Jolene Shirey</p>	<p>Mr. Finnegan,</p> <p>I just read the article in the paper about Folsom Point. My husband and I have not yet participated in voicing our opinion on the issue, but would like to add our names to the "concerned residents" list. This closure would significantly affect the active lifestyle of Folsom which is why many people brought there families here. [423-1 Socioeconomics] It would definitely hurt local businesses that benefit from the use of Folsom Point. We just wanted to add our two cents in hopes that you will listen to the community and find a suitable alternative.</p>
<p>424</p>	<p>Eric & Heather Olson</p>	<p>Mr. Finnegan,</p> <p>We missed the open comment period on the proposal to use Folsom Point as a staging area for the Folsom Dam spillway project and we hope that you'll consider our two cents in your planning for the project. To the point, we moved to the Briggs Ranch neighborhood</p>

Sequence number: 1

Author:

Subject: #422-1

Date: 3/15/2007 10:47:27 PM

T Barging Alternative - The barging of material between the spillway site and Folsom Point was considered early during alternative development process. Barging is no longer being considered due to the short distance between the spillway and Folsom Point, normal reservoir fluctuations would make loading/off loading difficult it would result in double handling of material, has recreational conflicts, and potential water quality control issues.
Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #423-1

Date: 3/15/2007 9:49:06 AM

T Socioeconomics - See Response to Comment #12-1.

		<p>nearly four years ago to start a family and have easy access to Folsom Lake. Now that our two children are almost one and three years old, we often walk from our home to Folsom Point for "getaway adventures." I assume that we're not counted in the number of official visitors to Folsom Point since we arrive on foot. [#424-1 Alternative Staging] My purpose in writing you is to urge you to find an alternate staging location for as many years as it takes to finish the project so that my family and the hundreds of others like ours in this neighborhood can enjoy the lake that inspired us to move here.</p>
<p>425</p>	<p>Robert Walter</p>	<p>Dear Sirs, [#425-1 General] Please do not close Folsom Point. My family our our friends in the neighborhood use that access to go boating and have picnics. Robert Walter 203 Davies Court Folsom, CA 95630</p>
<p>426</p>	<p>Kathy and Troy</p>	<p>[#426-1 General] We oppose the closure of Folsom Point for staging of the new bridge construction.. [#426-2 Alternative Staging] Please try another alternative that will not impact the recreational area for families and all. Thank you.... Kathy and Troy Folsom Residents</p>

Sequence number: 1

Author:

Subject: #426-2

Date: 3/15/2007 10:48:30 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 2

Author:

Subject: #425-1

Date: 3/15/2007 10:47:55 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

Sequence number: 3

Author:

Subject: #426-1

Date: 3/15/2007 10:48:19 PM

T Please see the Topical Response for Recreation in Section 4.3.1 in Chapter 4 of the Final EIS/EIR.

T Also please see Chapter 2 of the Final EIS/EIR for a complete project description as the new Folsom Bridge is not part of this project.

Porter, Stacy

From: Victorine, Rebecca A SPK [Rebecca.A.Victorine@spk01.usace.army.mil]
Sent: Wednesday, December 13, 2006 6:35 AM
To: Shawn Oliver; Rosemary Stefani; Porter, Stacy; Wondolleck, John
Cc: Rinck, Jane L SPK
Subject: FW: EIS/EIR for Folsom Dam Area
Follow Up Flag: Follow up
Flag Status: Completed

FYI - the first comment I've received. I will work with others at the Corps to draft a response and share with you.

Thanks,
Becky

From: Almeida, Keoni [mailto:KAlmeida@caiso.com]
Sent: Tuesday, December 12, 2006 10:55 AM
To: Victorine, Rebecca A SPK
Cc: jason.zarghami@intel.com; vine2@aol.com; libbyalmeida@sbcglobal.net
Subject: EIS/EIR for Folsom Dam Area

Rebecca, I would like to ask you some questions regarding the EIS/EIR for Folsom Dam Area as I believe I am one of the residence along the lake (1428 Lakehills Drive, El Dorado Hills) that would be impacted if the dam was raised 4, 7, or 17 feet. I would like to confirm which residences are referred to in the report on page 3.16-15 (four parcels and one possible residential relocation; Alternative 2 with 4-foot raise), page 3.16-16 (one possible residential relocation; Alternative 3, with a 3.5-foot raise); page 3.16-16 (six possible residential relocations; alternative 4, with a 7-foot raise); page 3.16-18 (37 possible residential relocations; Alternative 5, with a 17-foot raise).

As a general comment regarding the report, it seems to take the potential option of acquiring residential properties lightly. This is evident by the numerous maps shown for the various alternatives showing work areas and proposed construction sites without one of the maps showing the area that would be most impacted in terms of residential relocation. I am simply surmising that the houses along where I live will be impacted by the fact that the 500 foot contour depicting the work area on the numerous maps is above the elevation of the properties in my neighborhood.

The report proposes an option to avoid relocating residences. The proposal includes the construction of new flood damage reduction berms to remedy temporary flooding of the above-referenced properties during extreme storm events. This option would disrupt the natural setting surrounding the lake in the Lakehills Estates area. Please call me as I would like to discuss this important matter with you further.

Thank you.

Keoni Almeida
Account Manager
California ISO [www.caiso.com]
916-608-1121

Porter, Stacy

From: Shawn Oliver [soliver@mp.usbr.gov]
Sent: Friday, December 15, 2006 3:30 PM
To: jason.zarghami@intel.com
Cc: Porter, Stacy; Larry Hobbs; rebecca.a.victorine@usace.army.mil
Subject: Re: Question on Raising Folsom Dam?

Follow Up Flag: Follow up
Flag Status: Completed

Attachments: MP-06-120 with letterhead[1].pdf



MP-06-120 with
letterhead[1].p...

Mr. Zarghami,

Thank you for your inquiry regarding the Folsom Dam Safety and Flood Damage Reduction Draft EIS/EIR. We are coordinating an impacts analysis of your property with the agencies involved in the Folsom DS/FDR action.

We will be back in touch after the holidays with more details on your property. It will take Reclamation and the Corps a couple of weeks to fully address your comments.

At the current time, one particular alternative has not been selected to be constructed. We are waiting for the public, and sister agencies to comment on the document before Reclamation and it's partners make a final decision.

We encourage your attendance at the upcoming public hearing meetings on the Folsom DS/FDR Draft EIS/EIR on:

Tuesday, January 9, 2007, 2 to 4 p.m. Sacramento Library Galleria, 828 I Street, Sacramento

Wednesday, January 10, 2007, 7 to 9 p.m., Folsom Community Center, 52 Natoma Street, Folsom

Attached is a copy of the press release which includes additional information.

Sincerely yours,

Shawn E. Oliver
Natural Resource Specialist
Bureau of Reclamation
Central California Area Office (Folsom)
Email soliver@mp.usbr.gov
Office (916) 989-7256
Fax (916) 989-7208
>>> "Zarghami, Jason" <jason.zarghami@intel.com> 12/15/06 12:02 PM >>>
Mr. Oliver,

My name is Jason Zarghami I reside in 1456 Lake Hills Dr in EDH, Ca. Our house backs up to the lake property on Lake Hills drive. We have lived in our house for about 18 years and love this area and are not at all willing to move anywhere else!! Even if it means we have to rebuild the house on a higher foundation. I have received a copy of the CD and have reviewed the 5 options. I believe that the only way our house would be effected is if the

Dam is raised by 17 feet, which I believe will be unsafe for the Dam. From the CD, I can't tell where these 37 homes are located at? Can you help me locate these 37 homes on the map. I have the following questions for you.

1- There was a study done last year for raising the Dam by 7 feet and some of our neighbors received letters explaining the water level. Is this study the same as the one on this CD? The old study did not show the need for a concrete wall. Please explain the difference....

2- The map of Folsom Lake shows the effected area on the Garnet bay side, but the picture gets cut off on the east side of the lake where we live. Therefore I can't tell how our resident is getting effected by these options. Is there documentation that I can obtain that shows the east side of the lake (south fork of the American river, Lakehills states).

3- What is the likely hood of option 5, why is it even considered if it makes the Dam structure unsuitable for the amount of water it would store?

4- In option 3 the CD shows only one house is effected, what is the location of this house?

5- What if the resident of the house refuses to move?

Regards.....Jason Zarghami

Porter, Stacy

From: Rosemary Stefani [RSTEFANI@mp.usbr.gov]
Sent: Wednesday, December 20, 2006 9:42 PM
To: Larry Hobbs
Cc: Porter, Stacy; Wondolleck, John; Shawn Oliver
Subject: Mr. Patrick Porgans: decrease in water storage

Follow Up Flag: Follow up
Flag Status: Completed

Hi Larry,
Mr. Patrick Porgans (sp?) at Porgans and Associates left me a voicemail message on Tuesday Dec. 19 at 12:18 p.m.

On your advice I left a message for Patrick Porgans between 4:30 and 5 p.m. today to let Mr. Porgans know that you'd be addressing his questions re: decrease in water storage due to Folsom DS/FDR action and his specific questions on:

- "1) Who pays for space now?
- 2) How much?
- 3) Where does the money come from?"

I also encouraged him to attend the public hearings on Jan. 9 and 10.

Fyi, his phone number is (916) 543-0780 and his fax is -4490.

Rosemary Stefani
Environmental Specialist
Bureau of Reclamation
2800 Cottage Way, MP-200
Sacramento, CA 95825
(916) 978-5309

Porter, Stacy

From: Rosemary Stefani [RSTEFANI@mp.usbr.gov]
Sent: Thursday, December 21, 2006 3:55 PM
To: Porter, Stacy
Cc: Wondolleck, John; Shawn Oliver
Subject: Unidentified caller: does the project footprint go west of the Folsom-Auburn Road?

Follow Up Flag: Follow up
Flag Status: Completed

The call came in at about 3:50 p.m. today.
I confirmed on the project footprint maps that the project footprint does not go west of the Folsom-Auburn Road and told her it did not, but just up to the road in one instance. She thanked me because she has property west of Folsom-Auburn Road.

Rosemary Stefani
Environmental Specialist
Bureau of Reclamation
2800 Cottage Way, MP-200
Sacramento, CA 95825
(916) 978-5309

Porter, Stacy

From: Ken Champion [ken_champion@dot.ca.gov]
Sent: Monday, January 08, 2007 5:17 PM
To: soliver@mp.usbr.gov; rebecca.a.victorine@usace.army.mil; annalena@water.ca.gov; buckp@saccounty.net
Cc: rstefani@mp.usbr.gov; Erol Kaslan; Tom Harrington; Dennis Jagoda; Bruce De Terra; Jeff Pulverman; Alyssa M Begley; Gurdeep Bhattal; Betty L Miller
Subject: 06SAC0212 - Local Funding Mechanisms/Comprehensive Flood Control Improvements/Sacramento Area - DEIR

Attachments: 06SAC0212.pdf



06SAC0212.pdf

This e-mail is an effort at inter-agency coordination so that FHWA's issues may be adequately put forth, as requested of Caltrans. Federal Aid funds went into the construction of many of the bridges below the Folsom Dam in the American and Sacramento River waterways. A 160,000 cfs sustained release study of potential bridge damage should be made in order for this EIR to adequately identify (1) the potential bridge impact significance of such releases involving scour, destabilization, riverbed erosion, etc. , and (2) identify the various mitigations and mitigation strategies that may be employed to reduce the impact level of significance on the bridges. To date, it appears that only water release studies on the order of 115,000 to 120,000 cfs have been conducted near the bridge sites in the American River below the dam. Please review our attached intergovernmental review comment response letter and enclosure expressing our issues.

----- Forwarded by Ken Champion/D03/Caltrans/CAGov on 01/08/2007 04:44 PM -----

Ken Champion

01/03/2007 03:36 PM

Terra/D03/Caltrans/CAGov@DOT, Jeff Pulverman/D03/Caltrans/CAGov@DOT
 PM

To: <bassettj@saccounty.net>
 cc: Bruce De
 Subject: 06SAC0212 - Local Funding
 Improvements/Sacramento Area - DEIR

Greetings. Attached for your information and project files is the Department of Transportation (Caltrans) comment responses regarding this DEIR for the proposed Folsom Dam and levee raising project.

(See attached file: 06SAC0212.pdf)

DEPARTMENT OF TRANSPORTATION
DISTRICT 3 – SACRAMENTO AREA OFFICE
VENTURE OAKS, MS 15
P. O. BOX 942874
SACRAMENTO, CA 94274-0001
PHONE (916) 274-0638
FAX (916) 274-0648
TTY (530) 741-4509



*Flex your power!
Be energy efficient!*

January 3, 2007

06SAC0212
03 SAC-50 PM Various
Local Funding Mechanisms/
Comprehensive Flood Control Improvements/
Sacramento Area
DEIR
SCH# 2006072098

Mr. John Bassett
Sacramento Area Flood Control Agency (SAFCA)
1007 7th Street, 7th Floor
Sacramento, CA 95814

Dear Mr. Bassett:

Thank you for the opportunity to review and comment on the above mentioned project. Our interest in this project relates to the pre- and post flood status of local arterial Federal-Aid bridges and State Highway facilities, particularly related to scour. At the Federal Highway Administration's (FHWA) request, our agency comments are specifically directed toward the follow-on "activities and improvements" cited at the top of Page ES-2 under the "project objectives" that involve these bridges, located on the American and Sacramento Rivers below Folsom Dam. Our comments are as follows:

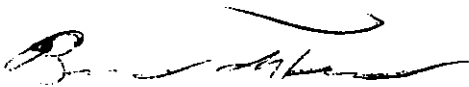
- Under the **Common Features levee improvements below Folsom Dam**, it states on Page ES-2 that completion of improvements to the levees along the lower American and Sacramento Rivers would allow these levees to "safely contain sustained water releases of up to 160,000 cubic feet per second (cfs) from Folsom Dam." The DEIR does not identify the potential damage to bridges downstream from Folsom Dam due to such sustained releases. With sustained high velocity water releases, mitigation to minimize structural bridge damage and potential traffic disruption is not identified.
- On October 24, 1995, FHWA delegated Caltrans the responsibility of informing local City and County Governments and their respective agencies of the need to bear responsibility and cost for bridge impacts if local governments have been found negligent in their actions toward the protection of such structures. (See the enclosed letter.) Per Title 23 CFR Section 668.105 (f), "Prompt and diligent efforts shall be made by the State to recover repair costs from the legally

responsible parties to reduce the project costs, particularly where catastrophic damages are caused by ships, barge tows, highway vehicles or vehicles with illegal loads **or where damage is increased by improperly controlled objects or events.**" Accordingly, the Project needs to identify measures, if any, needed to protect the stability and structural integrity of downstream bridges from high velocity water release impacts.

- It is not clear whether the MBK study of hydraulic impacts and water surface elevations (as outlined in 4.4-a) adequately discusses proposed increases in water velocities and any attendant erosion upstream, downstream or at the bridge sites. The proposed raising of the levees on both the American and Sacramento Rivers and the resulting increased flows could have significant impacts on the ability of the bridge structures to safely handle the increased flows. The proposed 160,000 cfs volume is considerably higher than the 120,000 cfs used in our current analysis. Additionally, the increased water height may inundate some of the bearings on the lower clearance bridges. Consequently, we request hydraulic reports, along with a detailed scour analysis of all the bridges below Folsom Dam on the American River. To the extent that the high velocity water releases will create adverse impacts beyond the confluence, we will need similar information for the affected bridges on the Sacramento River.
- With higher velocity releases planned from the Folsom Dam, the EIR should address whether changes in bridge inspection procedures should be made to respond to higher water volume and velocity releases. Caltrans would be pleased to meet with project proponents to discuss how to address this matter and to provide technical information that we have that will assist in evaluating bridge issues. To schedule such a meeting, please contact Ken Champion at (916) 274-0615.

Please provide our office with subsequent EIR documents related to this Project. If you have any questions regarding these comments, please contact Ken Champion at (916) 274-0615.

Sincerely,



Bruce De Terra, Office Chief
Office of Transportation Planning - South

Enclosure

c: Scott Morgan, State Clearinghouse

Comment #5



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION NINE
CALIFORNIA DIVISION
980 Ninth Street, Suite 400
Sacramento, California 95814-2724

ALUTKA
CALIFORNIA
HAWAII
MASSACHUSETTS
NEW YORK
RHODE ISLAND
VIRGINIA

October 24, 1995

IN REPLY REFER TO

HB-CA

File #: 450.1

Document #: 3585

Mr. James W. van Loben Sels, Director
CALTRANS, 1120 N Street
Sacramento, California 95814

Attention: Federal Resources Branch, Room 3500
for Mr. Bob Everitt

Dear Mr. van Loben Sels:

SUBJECT: AGGREGATE MINING IN RIVERS

We have become very concerned with the affects of aggregate mining in rivers and streams, and the consequent affect to bridge structures on Federal-aid highway facilities. There were 17 bridge failures in the 1995 storms, and of these, several structure failures could be attributed partially to aggregate mining. It is estimated Statewide that of bridges that are susceptible to mining-related failures, repairs for substructure damage could run \$31 Million, and for replacement approximately \$100 Million.

It is our understanding, the local agencies are responsible for granting permits to the miners, and there is no minimum criteria Statewide for adequately issuing permits. Only 3 out of 113 lead agencies have established redline elevations, and only on selected creeks, that control the depth to which operators can mine.

One notable example where we believe mining contributed significantly to the structure failure is the Capay Bridge over Cache Creek, located in Yolo County, which we proceeded to repair after the storm with Federal Emergency Relief (ER) funds. What is more disturbing is that it is our understanding that Yolo County just awarded two new permits to miners adjacent to Cache Creek, fully aware of the potential for further structural damage. Other recent examples include the Union Cienega Bridge (43C-0002) over the San Benito River which degraded 10 feet during the 1995 storm, exposing 8 feet of pile, consequently closing the bridge and necessitating temporary repairs totaling \$500,000. The bridge will need replacement.

We are very concerned and would like to bring this to your attention Statewide. We also recommend that the local agencies granting mining permits in streams are fully aware that per Title 23 CFR, Section 668.105(f), "Prompt and diligent efforts shall be made by the State to recover repair costs from the legally responsible parties to reduce the project costs particularly where catastrophic damages are caused by ships, barge tows, highway vehicles or vehicles with illegal loads or where damage is increased by improperly controlled objects or events" We recommend that every effort be made by Caltrans to make local agencies aware of the growing concern for aggregate mining in streambeds and its affect on bridges, as well as public safety and liability for damages caused. Also, Title 23 CFR, Section 668.109 states: "(c) E.R. funds may not participate in:...(6) Repair or reconstruction of facilities affected by long-term, pre-existing conditions or predictable developing situations such as flooding in basin areas or slow moving slides;" Mining without the consideration of controls would be considered in this category as well if the local agency is aware of severe degradation due to mining and does nothing to mitigate loss of material that endangers bridge foundations. We have not strongly enforced this in the past, but in light of recent information gained during the 1995 storms, we will carefully evaluate structural failures in future storms for contributing external factors.

If you should have any questions, please contact Martha Nevai at 498-5859

Sincerely,



For
Fred J. Hempel
Division Administrator

Porter, Stacy

From: Jim Silvester [jsilvester@cityofsacramento.org]
Sent: Tuesday, January 09, 2007 12:56 PM
To: soliver@mp.usbr.gov
Subject: Folsom Dam

Let the corp do what ever it needs to do. The lives and property of the people down stream are most important.

Comment #7

Porter, Stacy

From: Bruce [oldniner@inreach.com]
Sent: Tuesday, January 09, 2007 10:26 AM
To: soliver@mp.usbr.gov
Subject: Use of Folsom Lake
Importance: High

Mr. Oliver:

I have received disturbing information about the proposed closure of Folsom Point (Dyke 8) and/or Granite Bay as a staging area for equipment for the upcoming construction at Folsom Lake.

I live in Rocklin and during the "boating" season we use the Lake almost every weekend for our boating. Closing these two areas would very much cause a terrible situation on the public use of the Lake. Why can't the parking be established along Folsom-Auburn Road near the closed road to the Dam O close Beals Point as boaters can not use that area. What about the parking area that is closed to the public next to the Dam? There are large fields near the Dam Road in the Folsom area.

Otherwise the expansion and creation of Beal's point for boat launching would help IF the closure of Dyke * were to happen.

There are a large number of boaters in the Sacramento area. Requiring boaters to travel to other locations would not only crowd those more but cause other environmental issues with more traveling, using more gas to travel to other lakes, causing more environmental issues at those locations, etc.

Please establish other sites to use for staging. There are a lot of other areas that can be considered.

Thank you:

Bruce Beck

Comment #8

Porter, Stacy

From: Bruce Beck [beckncall@inreach.com]
Sent: Tuesday, January 09, 2007 10:41 AM
To: soliver@mp.usbr.gov
Subject: Boaters on Folsom Lake
Importance: High

We live in Rocklin, very close to Folsom Lake. We are opposed to any closure of all current boating access to Folsom Lake for use of equipment parking.

Possible solutions:

1. Close down these areas during the winter only (Oct - Mar) as most boaters do not use the lake during those periods.
2. Park at Beal's Point and not Granite Bay, closer for your equipment and boaters are not allowed access there anyway.
3. Park in the parking lot next to the Dam on Dam Road, where POV's are not allowed anyway.
4. Park your equipment in the areas just north of Dam Road/Folsom Auburn areas.
5. There are areas on the other side of the Dam Road in Folsom where equipment can be parked.

Please do not closed boating access during the heavy boating season.

Thank you:

Rosemary & Bruce Beck

Porter, Stacy

From: Robin_Newlund-Sharp@3com.com
Sent: Wednesday, January 10, 2007 11:15 AM
To: soliver@mp.usbr.gov
Subject: Proposed Closure of Folsom Point

Dear Mr Oliver,

I hope you are the right person to contact regarding our dismay at the potential of Folsom Point for up to 7 years.

While I support the effort to update the dam and keep it safe for the community I can't believe that there are no alternatives to closing a vital boat launch site. We are boat owners and launch from Folsom Point many many times during the summer. The last thing we need is to reduce boat launch sites.

Remember - Rattlesnake is a very small launch site with which can only be seen as one way street access. If you've been there you know how narrow those roads are. We drove it once and will never take a boat there again. Further more it takes about 45 minutes to even get there from Rescue.

Granite Bay is nice and large depending on the water level - often launches are closed because the water level is too low. The lines in the summer can be huge and if it is the only site available I can image the traffic jams of boaters queuing up earlier and earlier so that they can get their boat on the water. Want to me us there at 6AM on a Sunday?

Brown's Ravine often under water most of the season. We all want to be blessed with high water levels but let's face it, high water means one less boat ramp.

You are planning on closing the only reliable and convenient launch point on this side of the Lake. Please reconsider. If you do this, we might as well sell the boat. But wait, we won't be able to sell it because no one will want a boat that they can't use. Of course we could sell the house "Great Lake Views of a lake you can't get to".

Thank you,

Robin Sharp
Office: 408-326-8760
Cell: 530-391-1005
IM: Kialas Mom

Comment #10

Porter, Stacy

From: Alan Hersh [alan.hersh@gmail.com]
Sent: Wednesday, January 10, 2007 8:55 AM
To: soliver@mp.usbr.gov
Cc: sandy@sondraart.com
Subject: Comments to folsom lake construction EIR

Regarding Folsom Lake EIR.

Dear Mr Oliver.

I oppose any actions that would close the public areas of Flosom Lake during the summer months (boating season)

the Corp of Engineers has proposed closing Folsom Point (Dike 8 area) for 7 years and perhaps Granite Bay for 2 years. The closures are proposed so these areas can be used to stage the construction of the new spillways and the raising of the dam. The Corps need to find alternativesa that do no impact the public use and enjoyment of the lake.

Please feel free to contact me with any questions or comments

Alan Hersh
420 Gold Street
Auburn, CA 95603

Comment #11

Porter, Stacy

From: Frank Myers [FMyers@mcclellanpark.com]
Sent: Wednesday, January 10, 2007 9:34 AM
To: soliver@mp.usbr.gov
Subject: Folsom Lake EIR

Dear Mr. Oliver,

I understand that the modifications to the Folsom Dam currently being considered will potentially result in closure of lake access, potentially for several years. I would be opposed to any construction solution that resulted in such a closure. There must be an alternative that does not have such a negative impact on the use of the lake.

My address is
Frank Myers
613 Red Bud Lane
Meadow Vista, CA 95722.

Thanks.

Frank Myers
Senior Vice President
McClellan Park / Stanford Ranch
Phone: (916) 570-5303
Mobile: (916) 284-8826
Fax: (916) 568-2848

This email has been scanned by the MessageLabs Email Security System.
For more information please visit <http://www.messagelabs.com/email>

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: PHIL MAESTRE Affiliation: FOLSOM RESIDENT

Address: 105 CASTRO CT.

- I would like to speak
- I would like my comments to be read aloud

Comment:
CLOSURE OF DYKE 8 WOULD BE DEVASTATING TO THE
ECONOMY OF STATE PARKS DEPT., LOCAL BOAT SHOPS
AND DEALERS. IT WOULD ALSO HURT THE CITY
OF FOLSOM BY POSSIBLE LOSS OF RESIDENTS.

Please continue on the reverse side if needed

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Mary Henriksen Affiliation: _____

Address: 156 Blakeslee way

I would like to speak

I would like my comments to be read aloud

Comment:

Would like to continue to use
Folsom Point recreation area for
fishing, picnics & family activities.
Please keep this Area intact.

Please continue on the reverse side if needed

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact
Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: AARON BORING Affiliation: TIGE BOATS WEST COAST SALES MGR /
RESIDENT

Address: 2150 CLAUDIO WAY ROSEVILLE CA 95661

- I would like to speak
- I would like my comments to be read aloud

Comment:

My worry is that any work on Folsom Lake that prohibits recreational use will affect my families income, and many many others involved in the marine industry. The Sacramento valley sells more boats than anywhere in the US (per capita). Once publicity and word of mouth gets out that Folsom Lake is 1) closed 2) inconvenient 3) NOT worth boating on due to construction, it will be very difficult to

Please continue on the reverse side if needed
sell boats. And when boats don't sell many people will have to find other employment. It would be interesting to see the

potential impact on sales, and also the potential impact on lost revenue Comptroller #154 for the state/countries/cities due to the lack of sales tax income. I would also like to mention that many people could not be here tonight due to a boat show in Pleasanton Ca. ~~A good way to gather input for future use would be to~~ If it came down to a vote of Proposed Alternatives I would choose either ALTERNATIVE #1 OR NO ACTION if at all possible. Please think about this NOTE when decisions are being made. Thank You, Aaron BORING
(916) 539-2628

Comment #15

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: MACCK BISHOP Affiliation: RESIDENT

Address: 208 WILLOW CREEK DR

I would like to speak

MACCKBISHOP@Q-GIS.com

I would like my comments to be read aloud

Comment:

KEEP FOLSOM POINT OPEN DURING
CONSTRUCTION

Please continue on the reverse side if needed

①

SPEAKER CARD

Comment #16

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact
Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: CHRIS HODGES Affiliation: BROTHERS BOAT

Address: 7343 HOME LEISURE PLAZA, SACRAMENTO, CA 95823

- I would like to speak
- I would like my comments to be read aloud

Comment:
Would like to comment on the impact of
closing Folsom Point to the users of
Folsom Lake

Please continue on the reverse side if needed

CHRIS HODGES: I'm Chris Hodges and I'm from Brother's Boats. We're a boat dealer in Sacramento. Two comments: One, procedurally, is we found out about the details of how Folsom Lake is going to be impacted very late. I only became aware of it last week on Thursday, and I know the report was released on the 21st just before Christmas, but the news really hasn't gotten out and I think there are a lot of people that want to comment that aren't aware yet, so that's one point.

The second thing is as it relates particularly to the closure of Folsom Point to recreation and use, if it was a request, our request would be that that wouldn't occur and it looks like there's an alternative to put the processing facility perhaps to the east side of the Mormon Island or Dike 9, the east end of it, and thereby avoid having to close Folsom Point. I don't know all the factors that would be involved and how reasonable that alternative is, but closing Folsom Point would have a large impact on the whole community on the southeast side of the lake, there would only be one access point left and that is a tight access now up at the marina. There would still be access on the south side of the lake, but it's only at the marina and that's a rather limited facility. So to repeat it, our request is the processing facility be moved to the east end of the Mormon Island area to keep Folsom Point open. It seems from the EIR over 800,000 people or users would be affected by the closure of Folsom Point, and I would think that that would translate to several million to \$10 million of lost opportunity at least and that that could be mitigated by moving the facility, the processing plant. It would be more expensive to have the processing plant in the Mormon Island area on the east side but the other side of it is that it would be much less impact to the public and I think a good idea.

2

Comment #17

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action, Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Bill Watson Affiliation: Folsom Chamber of Commerce

Address: 200 Weber St, Folsom 95630

- I would like to speak
- I would like my comments to be read aloud.

Comment:

1. We ask that mitigation of the effects on recreation, especially at Folsom Point, be made. Possibly putting the borrowing and crushing operations away from the public view.
2. We ask that the comment period be extended.
3. We would like a presentation from the Bureau & Dept to our board in the near future.

Please continue on the reverse side if needed

BILL WATSON: We would like to ask that the Bureau and Corps give definite consideration to mitigating the effects on recreation especially at Folsom Point. We suggest that they consider moving the burrowing and crushing operations to areas other than the public areas so that the Point can stay open. The economic impact of closing Folsom Point on our community, the City of Folsom, was not considered in the document at all and we've already been hit hard by the closing of the dam road. And to have this on top of it really compounds the problems in our city. Second, we would like to request that the comment period be extended. We were not notified of the document or the comment period and so we were unaware until this last Friday that we had a responsibility. And finally, we would like to have a presentation from the Bureau and the Corps to our board of directors, if that could be arranged in the very near future.

13

Comment #18

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: STEVE Hodges Affiliation: SACRAMENTO VALLEY MARINE DEALERS ASSN.

Address: 5322 STATE 7343 Home Leisure plaza
SACRAMENTO CA 95823

- I would like to speak
- I would like my comments to be read aloud

Comment:

Please continue on the reverse side if needed

STEVE HODGES: First, I guess the first comment was the lack of notice or actually we just didn't -- it's hard to get notified which we've discussed. We're not in the loop, the public loop. And then I think the recreational aspects we were trying to keep Folsom Point open as much as possible because that's our main access to the lake from that side, from the Folsom side which is really heavily used, one of the most-visited parks in the state. But talking to the engineers, I understand that closing Dike 8 is really part of the development -- the improvement of the Mormon Island Dam and you really can't get around it because of all the material they need to put there, and they need to get access through the main dam when they're doing the excavation at Mormon Island. So I would really like to see alternative facilities. We have other locations that we could use for access point in the park or the lake, if you will, that are underdeveloped and if we could get those expanded. Like there's one a few miles from Folsom Point, the Brown's Ravine, if that facility could be expanded and that would, I think, do a lot to help the recreational loss of Folsom Point.

MR. NEPSTAD: Right. So basically make up for the loss of access by increasing the capacity of the other access points and even getting some of these that are under development put in earlier maybe than they would have otherwise?

STEVE HODGES: Or, yeah, I don't think there's any plans of improvement or that I know of, at least the Brown's Ravine facility, so that would be a real bonus, and we were talking to -- was it John or one of the engineers said that it's unclear that Folsom Point, at what times it actually needed to be closed so I'm not sure.

MR. NEPSTAD: So clarity on when it would be out of operation then?

STEVE HODGES: Yeah, I guess that would be a question. There again, I wouldn't want to slow the project down by making it be open during the construction. I think the progress of the project would be the main concern, getting the thing finished. He also mentioned that with all the material, there could be -- Folsom Point when they're through, could be really changed and developed into a different type of facility, expanded, so that's kind of exciting to see. I don't know if the Bureau has any plans for that or not.

MR. NEPSTAD: Okay, and that would be something good to have explained?

STEVE HODGES: Right, because they're the ones that manage the public recreation. So that would be a suggestion. That's it.

4

Comment #19

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: JEFF TOWNS Affiliation: NCPA

Address: _____

- I would like to speak
- I would like my comments to be read aloud

Comment:

Please continue on the reverse side if needed

JERRY TOENYES: I've got some comments here. The first comment I have is it's not abundantly clear when you look at the EIS document that there's kind of three different segments. There's the Dam raise which is the Corps engineers project; there is the auxiliary spillway, which is the Joint Federal Project; and then there's the Mormon Island which is the safety of dams project. And I think it would be good right up front to make that so that it's real clear when you look at the document that there's kind of three separate parts there. And you could include I'm sure other phases to that besides that, that's L.L. Anderson, the bridge, the environmental work, those type things and whether those are -- I think those are all Corps projects too.

MR. NEPSTAD: And it would be to get it up-front organized a little better so it's easier to follow through?

JERRY TOENYES: Yeah. And then most of my comments aren't really in the EIS itself but it's stuff that certainly that has an impact on the water and power. The first one is the cost allocation. You know, I think it should be clear that for the, for example, the Dam raise, the Dam raise is 100 percent flood control which is a Corps project. Now, maybe you got reimbursed responsibilities there with SAFCA, but I think it should be clear as to what that is, you know?

MR. NEPSTAD: Right. How the cost are allocated for the various phases?

JERRY TOENYES: That's right. For the spillway, now that's going to be one that's going to be split between flood control and safety of dams. And then we've got the Mormon Island that's going to be safety of dams. But on the split between flood control and safety of dams, how that's going to occur in the process. Quite frankly, we just rolled out in the 2002 report a proposal, you know, here's the number. It was kind of like set in concrete. We didn't have any input into it and then later on it was said that, well, no, it wasn't really wasn't 48 percent/52 percent, we made an error. It should have been 42 percent/58 percent. We don't want to have that surprise. We want to be able to have the public input, know it and understand it, okay, we got it and we support it. And then I think kind of in conjunction with that too should be the cost of the alternatives. In the listing, there's nothing in the EIS on that. I understand there's another document maybe that has some of that but, I mean, this was the first time I saw this, the \$950 million. So I think it would be good to have a listing of what the costs are, and I'm assuming that the fuse plug would be cheaper than the Joint Federal Project, but I mean, and you can't see that from there and that's very helpful, quite frankly, for cost allocations.

One other item to comment on is the temperature control device. I think there's a real opportunity here. I think, you know, it isn't, again, clear in the EIS what's going to be done on the temperature control device. I think there's a real opportunity to do something similar to what was done at Shasta where you're able to go down below where the penstock level is too and so that you can really control what the temperature is. And I think the environmental community would be very supportive of that too because they would want to know what the temperature is and be able to manipulate that. Right now, it's pretty rudimentary. You pull off a shield or whatever that is, you know, it's just got

three segments. It's pretty rudimentary, and I think with maybe just a little more thought and maybe not too much more cost, you can put a pretty good temperature control device.

The next comment would be there are different projects going on, different parts, but one part is the reoperation of the Folsom Dam which is separate from this but certainly linked because what you come up with here for the preferred alternative is going to have a tie-in on the reoperation there so something should be matched a little bit more on the reoperation. And what I really encourage is any EIS/EIR, you have a statement in there that the flood control reservation is 400,000/600,000-acre feet. But I think there's a opportunity to -- you also talk about doing prereleases. Well, what I might encourage is don't get set on 400,000/600,000. I think as we get smarter as we go through this and talk about for case-based operations which the Corps is looking at. Maybe, I think, it would be easier -- it should be better, I think the environmental community and water and power users would like to see a fuller reservoir but make prereleases two or three days ahead of when the storm's coming in to get down to whatever level you think is going to be necessary for the storm. And if you don't have a storm, which is nine times out of ten you're not going to have a storm coming, so it won't affect it. But then you've got a higher level, especially in dry years, to carry over to meet all your water quality issues in the American River and the Delta and all that, and plus you've still got water obviously for the water interests and power, M&I interests, and Fish and Wildlife interest. So I just encourage you to stay flexible in that reservation about whether you're locking that in because once you lock something and here's the rule. I think we need to be wiser as we go in the future on that one because water's going to get tighter and tighter, so making prereleases and then not having the reservoir filled up is not in anyone's interest. And we certainly have an example of that just in 2004, so pretty recently that occurred.

And then the last comment I have is on security, security features. That's more of a Reclamation feature, I think, but you know it's mentioned but it isn't mentioned what the project's going to be and how much of that, again, is going to be the responsibility of water and power to pay. And, you know, probably there's some national security where you don't want to go in and do much detail, but you've got to give us enough information so we know what's going on as far as what our cost responsibility is. If you're stringing out a big powerline or something like that, you know, we need to know that as far as what the capital costs and what the O&M cost responsibility is going to be on that. So I will be submitting these type of comments in writing too before the 22nd, but as long as I'm sitting here today, I want to give you the oral comments too.

5

Comment #20

SPEAKER CARD

Don't give oral comments
-MN

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Russell Harrington Affiliation: CUP Water Association

Address: 1521 I Street Sacramento CA 95814

I would like to speak

I would like my comments to be read aloud

Comment:

1) Reclamation and the Corps of Engineers need to engage in a public review process PRIOR to finalizing a Flood Control / Safety of Dams cost allocation

2) The Dam Raise component should be exclusively allocated to Flood Control

Please continue on the reverse side if needed

Transcripts_01102007

2 7:00 P.M.

3 --oOo--

4 MADELEINE MOSELEY: Anyhow, the reason why I
5 came is that I don't think we should raise our dam. The
6 main thing we should do is build the Auburn Dam. Our
7 Folsom Lake is just a puddle. And they said that
8 they're going to close Dike 8. I don't want Dike 8
9 closed, and I know that is for the -- I think they're
10 going to put a tunnel if there's a big rain so that they
11 can divert the water. They were talking about the main
12 dam to put in more openings to release the water, and
13 instead they're going to not do that. We've got enough
14 openings in that dam to open up, so we don't need -- but
15 this here is going to be like a tunnel and diverting
16 from the Dam Road and it's terrible.

17 But anyhow, I don't want them to do that, and
18 the main thing to do is to build the Auburn Dam and that
19 will give us water and everything else because our
20 little dam out here, they said it would take about four
21 or five years to fill it up. The first year, we had a
22 rain, and it overflowed.

23 I've been a resident in Folsom in the area of
24 Folsom since 1939. We want to be able to use Folsom
25 Lake and to see it because we can't see it if they raise

2

1 it. We had an observation point up there and we used to
2 go out there and of course, you know, like the Bureau,
3 they told us that that was just temporary and the City
4 of Folsom would not do anything about it, so now that's

Transcripts_01102007

5 the reason why we've got to have a new bridge.

6 And another point I'd like to make is what are
7 they going to do with the Mormon Island Cemetery?
8 Nobody knows where it's at and it's not being addressed
9 and they just hope it will disappear, and I will not let
10 it disappear. There are bodies still there. The thing
11 is that there's people -- you can't move bodies unless
12 you get permission from their family and we don't know
13 where their family is.

14 The reason why the bodies, some bodies, were
15 moved from there before, they flooded the lake and they
16 moved it over to Mormon Island off of Green Valley Road.
17 But those people, they had relatives to sign them out
18 but the other ones, they're still there which is a shame
19 because they said they're going to put their equipment
20 there.

21 ROBERT GIACOMETTI: I wanted to offer my input
22 into objecting to Folsom Point being closed. The City
23 of Folsom will be denied recreational access, it would
24 have a significant impact on the community denying us
25 access to the lake. It would have a financial impact

3

1 too.

2 I'm an avid bass fisherman and I have a
3 fishing guide service that will be impacted by closing
4 access. We'll have to go significantly out of our way
5 to access the lake for my business, and it will have an
6 impact on possible fishing tournaments coming to Folsom
7 Lake because they'll have less areas to launch in.

①

Comment #21

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Madeline Moseley Affiliation: _____

Address: _____

I would like to speak

I would like my comments to be read aloud

Comment:

opposed to closing Folsom point

Please continue on the reverse side if needed

Transcripts_01102007

5 the reason why we've got to have a new bridge.

6 And another point I'd like to make is what are
7 they going to do with the Mormon Island Cemetery?
8 Nobody knows where it's at and it's not being addressed
9 and they just hope it will disappear, and I will not let
10 it disappear. There are bodies still there. The thing
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5 to access the lake for my business, and it will have an
6 impact on possible fishing tournaments coming to Folsom
7 Lake because they'll have less areas to launch in.

Transcripts_01102007

8 A fishing tournament -- a good fishing
9 tournament can bring 100 anglers from outside of the
10 area who may be here for two days. They'll stay in
11 rooms, they'll buy meals at restaurants, and not having
12 that in the communities is going to have a significant
13 financial impact on the community. If you close one of
14 the areas that gives access to the lake, it may
15 impact -- make the other one so crowded that these
16 organizations won't come out to Folsom Lake at all so it
17 will affect the outlying areas also.

18 One of the other major issues is when I
19 purchased my home, one of the attractive things for me
20 was being close to Folsom Lake, and that's what was
21 listed in the listing, because pursuit of the outdoors.
22 So I feel by closing Folsom Point, it's actually going
23 to have a negative effect on my property value because
24 I'll no longer be able to access the lake.

25 So I would really encourage the powers that be

4

1 to look at finding an alternate site to do whatever
2 staging they have to do to keep the Folsom Point open.
3 If they are going to submit mitigation, offer mitigation
4 of some sort, it needs to be in the form of some sort of
5 recreation for the citizens. Citizens are losing
6 recreation; they need to be mitigated with recreation.
7 I don't have any specific suggestions at this time I can
8 think about, but may come up with them later.

9 DOUG PEPPER: I'm here to voice objections to
10 the alternatives that proposed closing Folsom Point for

2

Comment #22

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Robert Giacometh Affiliation: Individual / Business Owner

Address: 102 Wild Way CT

- I would like to speak
- I would like my comments to be read aloud

Comment:

I object to closing of Folsom Pt- This will have a significant impact on the recreational opportunities for the citizens of Folsom. I have a fishing guide service that will be significantly affected by closing Folsom Pt. Also, I purchased my home because of ~~its~~ ^{Please continue on the reverse side if needed} closeness to the lake, by closing

Transcripts_01102007

8 A fishing tournament -- a good fishing
9 tournament can bring 100 anglers from outside of the
10 area who may be here for two days. They'll stay in
11 rooms, they'll buy meals at restaurants, and not having
12 that in the communities is going to have a significant
13 financial impact on the community. If you close one of
14 the areas that gives access to the lake, it may
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22 So I feel by closing Folsom Point, it's actually going
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4

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7 I don't have any specific suggestions at this time I can
8 think about, but may come up with them later.

9 DOUG PEPPER: I'm here to voice objections to
10 the alternatives that proposed closing Folsom Point for

Transcripts_01102007

11 up to seven or eight years for what appears to be
12 staging of equipment. I'm not here because I care
13 whether they build a gate, dam, spillway, or an
14 auxiliary spillway. The technical part does not matter.
15 I'm here because of the impacts it will have on
16 recreation for the lake, the impacts it will have on
17 traffic and the environment.

18 My understanding is this is supposed to be to
19 review the Environmental Impact Report, and I don't
20 believe most of the Environmental Impact Report properly
21 addresses the impact. Most of it is blown off, that's
22 the technical term for ignored, including traffic and
23 frustrations. I believe the issues with traffic will be
24 worsened because this is starting before the new dam
25 bridge will be completed, increasing more traffic

5

1 through town and to other areas of the lake. So my
2 objection is to the way they're planning it.

3 I'm also objecting to the way they
4 communicated this meeting. Most people here I believe
5 are here only by word of mouth. The Bureau did a really
6 poor job in communicating -- actually, they didn't even
7 do a job of communicating it, there was no public
8 information in newspapers or on TV until today. Today
9 was the first time we saw it in the paper and the
10 meeting was tonight.

11 I believe the Bureau needs to have another
12 session, not propaganda, but a session where people can
13 give comments in a public room and hundreds of people

Transcripts_01102007

14 can cheer on the person speaking against the Bureau of
15 Reclamation, w-r-e-c-k, wreck-lamation, which is exactly
16 what they're trying to do to Folsom, wreck it with
17 closing the Dam Road, wreck it with closing the Folsom
18 Point and other Folsom Lake access points. I think that
19 will be my comments for now, how's that?

20 ALFRED BULF: I came tonight because I believe
21 by raising the present dam, you weaken it. Some of the
22 engineers I work with have said this. My brother has
23 said this and he's a soil engineer, and I believe they
24 should build the Auburn Dam because I moved to the
25 Auburn area in 1949 from San Francisco and we saw, over

6

1 a number of years, we saw the bridge at the bottom that
2 leads from Placer County to El Dorado County get carried
3 away twice because of flood waters.

4 And my father always told us that water was
5 the most important thing. And I know aboard a ship,
6 where I was in a nuclear ship, where you can either
7 store water or you can make it. And you have to use
8 energy to make it.

9 So going along with building Auburn Dam, I
10 believe reforestation is very important for the
11 surrounding watershed. I spent a lot of time in Japan
12 because our ship needed repairs in a port down from
13 Yokohama in Tokyo Bay. We used to go up to Hakone
14 National Forest. This was the forest that surrounds Mt.
15 Fuji, so you know, the Japanese holy mountain, Shinto
16 religion.

3

Comment #23

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Doug Pepper Affiliation: _____

Address: 1510 Thurman Way Folsom, CA

I would like to speak

I would like my comments to be read aloud

Comment:

- 1) This meeting was not publically announced until the day of the meeting. It needs to be a real public comment meeting and rescheduled. No propoganda!
- 2) There are alternatives to closing Folsom Point for 7 years
- 3) There are EIR impacts that are being ignored. Traffic will get worse and businesses will be impacted.

Please continue on the reverse side if needed

The EIR pretty much says "who cares" (over)

The Comment #23 B&R should be renamed the Bureau of
Wreck-lamination for the damage it is doing to
Folsom closing the Dam Road and other Folsom
Point & other lake access points.

Transcripts_01102007

14 can cheer on the person speaking against the Bureau of
15 Reclamation, w-r-e-c-k, wreck-lamation, which is exactly
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5 the most important thing. And I know aboard a ship,
6 where I was in a nuclear ship, where you can either
7 store water or you can make it. And you have to use
8 energy to make it.

9 So going along with building Auburn Dam, I
10 believe reforestation is very important for the
11 surrounding watershed. I spent a lot of time in Japan
12 because our ship needed repairs in a port down from
13 Yokohama in Tokyo Bay. We used to go up to Hakone
14 National Forest. This was the forest that surrounds Mt.
15 Fuji, so you know, the Japanese holy mountain, Shinto
16 religion.

Transcripts_01102007

17 I saw a lot of Japanese dams up there and I
18 talked to some of Japanese forest people and they told
19 me that maintaining a good forest in back of the dam was
20 just as important as building a good dam as far as
21 storing water, and we have been very neglectful doing
22 that.

23 I know the Chinese had trouble with the
24 Yangtze for thousands of years and spent \$24 billion and
25 that took care of the problem. And I know the

7

1 Brazilians built the Parana River -- on the Parana River
2 built the Itaipu, which is one of the largest dams in
3 the world shared by Paraguay and Brazil. And then I
4 know the Chinese now are building additional dams in the
5 upper Mekong and Brahmaputra, the rivers that drain from
6 the Himalayas and India too because of their expanding
7 populations.

8 I, myself, like to take a shower at least once
9 a day and I know how water is precious because I have a
10 lot of Palestinian friends that get their water turned
11 off and on by the Israelis who control the utilities
12 over in the Gaza Strip and also in the west bank, people
13 don't realize that, so water is very precious.

14 Here in the United States everybody uses an
15 average of 300 gallons per person. If you were in
16 Africa, you'd be lucky to use 10 gallons. So water is
17 very precious and it's going to be even more precious in
18 the future with the impressions of -- because the
19 impression of larger populations in California because

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20 the population now in California is 35 million. In 20
21 years, it's supposed to go to 50 million and we need to
22 plan ahead, and I hope Mr. Arnold under the dome
23 realizes that. Because where my father's from, he was
24 an Austrian, and they do that, they maintain their
25 forest and they build nice dams for water. Thank you

8

1 for your time.

2 MECHELLE GOOCH: Obviously, I have to let the
3 professionals decide what's best as far as the flood
4 control and financial end of it; however, as a Folsom
5 person who moved here because of the lake, I don't want
6 Folsom Point/Dike 8 closed off to recreational
7 activities.

8 I own a boat, I have kids. Six years is a
9 long time in a lifetime of a child. My youngest is nine
10 and six to seven years optimistically he's going to
11 start going to college and won't even be here. We're
12 losing the time we want to spend on the boat with our
13 son. So they need to find another alternative to
14 closing down Dike 8.

15 IAN CORNELL: I'm here representing actually
16 multiple viewpoints. And first of all, I've got to say
17 that I support the flood control measures that are being
18 proposed.

19 I'm president of the Sacramento Sports, Boat,
20 and RV Show. Through that, I'm representing interests
21 of the hundreds of outdoor product dealers and as a
22 de facto representative of millions of outdoor

4

Comment #24

SPEAKER CARD



Folsom Dam Safety/Flood Damage Reduction Act
Statement/Draft Environmental Impact Statement

Name: Alfred P. Bull Affiliation: _____

Address: 1428 Gladstone Drive, Sacramento, CA 95864-2728
(916) 482-7633

- I would like to speak
- I would like my comments to be read aloud

Comment:

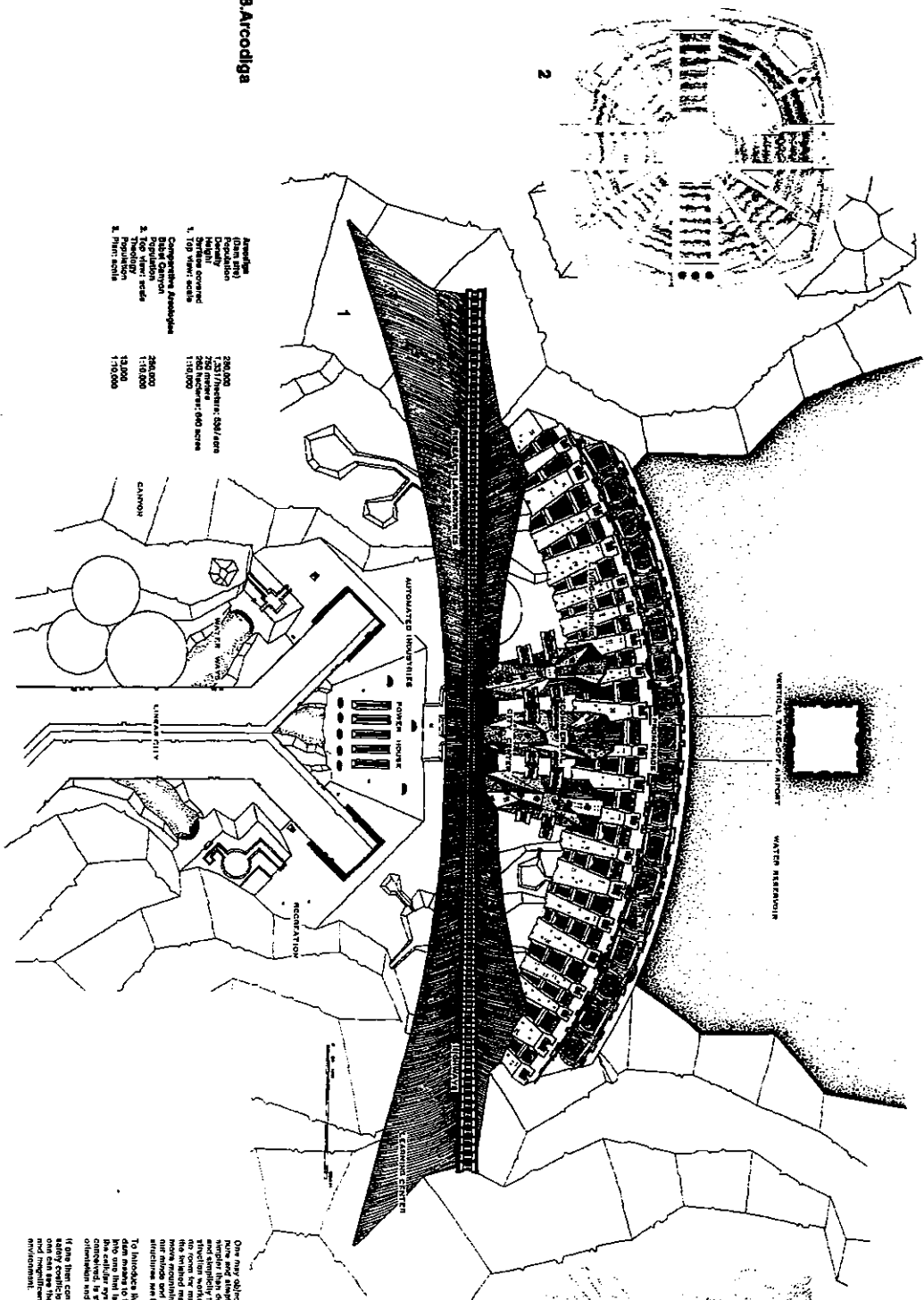
Build the Auburn Dam and don't waste
any more time or money on a temporary fix.

Please continue on the reverse side if needed

1/1/74
 ACTING
 N/AVY
 12

18. Arcodiga

Item	Value
Area (sq ft)	204,000
Population	13,000
Height	250 meters
1. Top view covered	250 meters
2. Top view area	1,100,000
3. Total area	1,100,000
4. Total area	1,100,000
5. Total area	1,100,000



One day object. If the aim is not to make any sort of...
 and simply new aged designs, engines, and...
 no room for man, all there will be no room for...
 the world economy. We do have more and...
 our minds and hearts in it and live by it and...
 structures are being built for it.

To illustrate living and working into the station in the...
 data means to perform a model, conceptual system...
 the cellular system, not sensory given but functional...
 conceived, is stronger because it allows flexibility of...
 construction and development.

If one then considers the 17 miles of rock and...
 one can see the wealth of resources that can...
 and imperfectly transform the wild mass into a...
 environment.

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21 years, it's supposed to go to 50 million and we need to
22 plan ahead, and I hope Mr. Arnold under the dome
23 realizes that. Because where my father's from, he was
24 an Austrian, and they do that, they maintain their
25 forest and they build nice dams for water. Thank you

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22 de facto representative of millions of outdoor

5

Comment #25

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Mechelle Goodch Affiliation: Self

Address: 489 Muerer Street Folsom

I would like to speak

I would like my comments to be read aloud

Comment:

I do not want Folsom Point /
Lake closed to recreational
Activity. Six - Seven year closure is
a long time in child's life - if we can't get
on lake (doe bay) we lose a family
Activity that is close!

Please continue on the reverse side if needed

Transcripts_01102007

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21 years, it's supposed to go to 50 million and we need to
22 plan ahead, and I hope Mr. Arnold under the dome
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20 and RV Show. Through that, I'm representing interests
21 of the hundreds of outdoor product dealers and as a
22 de facto representative of millions of outdoor

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23 enthusiasts who have visited the show -- Sports, Boat,
24 and RV Show I should say -- during its 54-year history.
25 Folsom Lake is an important asset for outdoor

9

1 recreational enthusiasts. Closing access to its
2 shorelines and boat ramps would be very detrimental to
3 recreational enthusiasts and also extremely damaging to
4 the boat, recreational vehicle, and outdoor products
5 retailers in the region.

6 I'm also a boater and I buy the annual pass to
7 use Folsom Lake and we use Folsom Lake dozens of times
8 each year. It's a source of recreational entertainment
9 and pride, and as a side note, as I'm sure there are
10 representatives of Chamber of Commerce will be saying,
11 it's true that when we go to the lake, we stop at the
12 stores, the restaurants to stock up the ice chests, to
13 fill the gas tank on the way into the lake. And after a
14 day at the lake, we're starving. We hit the gas station
15 to fill up, we hit the restaurants to grab dinner. So
16 the local economy is greatly impacted by us as users and
17 boaters as a whole.

18 My third representation is I'm a multi-sport
19 athlete. I use the lake and its shoreline for training
20 and biking, running, and swimming, and I participate in
21 the triathlons and duathlons that are held at the lake
22 each year.

23 The lake access points are already impacted.
24 They're very busy at peak times. There's lots of room
25 on the water but limited room on the launch ramps. If

1 one launch area closes or is reduced in its capacity,
 2 the others cannot carry the increased load. Other
 3 waterways in the region, such as the American River and
 4 Sacramento River, also cannot handle the increase.

5 As a representative of the businesses impacted
 6 by access to the lake, outdoor recreational enthusiasts,
 7 and as someone who enjoys the lake as a boater and an
 8 athlete, I encourage the continued access to the lake
 9 and its shoreline before, during, and after the
 10 construction. Thank you.

11 CAROL JAMES: My comment is to -- I would
 12 suggest increasing the parking facilities at the
 13 remaining existing launch areas to accommodate more
 14 boats and trailers. I feel that people will be able to
 15 accept longer lines for launching but the big issue is
 16 whether or not there will be enough space for them to
 17 leave their vehicles.

18 I think this would be a permanent and positive
 19 long-term impact because it would improve the existing
 20 facilities that are worked on and it would allow more
 21 recreation use than maybe is being considered at this
 22 time.

23 ELINOR BRADY: I live in the cove off of Lake
 24 Hills Drive and the cove is just where the south fork
 25 enters the dam and I face right directly on the water,

6

Comment #26

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Ian Cornell Affiliation: Sports, Boat

Address: PO Box 1011, Fair Oaks, CA 95628-1011

I would like to speak

I would like my comments to be read aloud

Comment:

SUPPORT FLOOD CONTROL MEASURES, BUT OBJECT TO CLOSURE OF FOLSOM LAKE RECREATIONAL AREAS DURING CONSTRUCTION

Please continue on the reverse side if needed



Ian Cornell

President

P.O. Box 1011

Fair Oaks, CA 95628-1011

(916) 965-9653

(888) 862-8924 Toll Free

(916) 965-1706 Fax

(888) 837-6559 Toll Free Fax

ICornell@CornellExpositions.com

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10

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22 time.

23 ELINOR BRADY: I live in the cove off of Lake
24 Hills Drive and the cove is just where the south fork
25 enters the dam and I face right directly on the water,

11



Comment #27

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: CNEOL JAMES Affiliation: BROTHERS BOATS

Address: 7450 FOLSOM AUBURN ROAD / FOLSOM, CA 95630

I would like to speak

I would like my comments to be read aloud

Comment:

I SUGGEST ENLARGING AND IMPROVING THE
EXISTING AVAILABLE LAUNCH FACILITY TO ACCOMODATE
AS MANY BOATS AS POSSIBLE DURING THE RECREATION
SEASON. THIS WOULD MAKE A GREAT PERMANENT
IMPROVEMENT FOR PLEASURE RECREATION.

*Please continue on the reverse side if needed

Transcripts_01102007

10

1 one launch area closes or is reduced in its capacity,
2 the others cannot carry the increased load. Other
3 waterways in the region, such as the American River and
4 Sacramento River, also cannot handle the increase.

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21 recreation use than maybe is being considered at this
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23 ELINOR BRADY: I live in the cove off of Lake
24 Hills Drive and the cove is just where the south fork
25 enters the dam and I face right directly on the water,

11

Transcripts_01102007

1 so I am interested in seeing how far the water will come
2 up when you decide that you're going to raise the dam by
3 seven feet or more.

4 As I understand, it is now slated to be three
5 and a half feet and I don't think that will impact my
6 property, but if it should go higher, it will impact the
7 property I do believe. So I'm interested in knowing
8 very definitely what is likely to happen there.

9 I'm concerned about eminent domain and
10 recompense for property, the property that I might lose.
11 That's my main concern at the present time. I do have
12 some concern about people being flooded out if the dam
13 is not reinforced properly, it would be a disaster, huge
14 disaster, because so many homes are being built in the
15 flood plane so just as a private individual, of course
16 we would all be impacted by that. So I want the Corps
17 of Engineers to do a very good job. I want them to get
18 the money to do it.

19 RENEE HOWIE: First of all, I don't see the
20 Auburn Dam being mentioned anywhere as an alternative to
21 any of the aspects that this project is proposing to do,
22 and I think it would solve most of the problems. The
23 Folsom Dam really needs the main gates to be repaired or
24 replaced, that's the main problem.

25 All of this is not adding any new

12

1 hydroelectric power which is needed desperately. It
2 should be incorporated somehow into something, either

⑧

9

Comment #28

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Elinor Brady Affiliation: Property Owner

Address: 1410 Lake Hills Dr. El Dorado Hills CA 95762

- I would like to speak
- I would like my comments to be read aloud

Comment:

I am concerned about the possibility of raising the dam level above the 3 1/2 ft level currently proposed since this will impact my property and affect it's value.

Please continue on the reverse side if needed

Transcripts_01102007

1 so I am interested in seeing how far the water will come
2 up when you decide that you're going to raise the dam by
3 seven feet or more.

4 As I understand, it is now slated to be three
5 and a half feet and I don't think that will impact my
6 property, but if it should go higher, it will impact the
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21 any of the aspects that this project is proposing to do,
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23 Folsom Dam really needs the main gates to be repaired or
24 replaced, that's the main problem.

25 All of this is not adding any new

12

1 hydroelectric power which is needed desperately. It
2 should be incorporated somehow into something, either

Transcripts_01102007

3 this or the Auburn Dam or whatever. But the main flood
4 problem could be addressed by fixing the old rusted-out
5 crappy gates that they can't even control the flood
6 level.

7 One of the purposes of a reservoir is to store
8 water. Folsom Lake could store more water if it were
9 dredged aggressively, and it wouldn't raise the water,
10 it wouldn't do anything to the environment. The water
11 level could stay the same, it would hold more water.

12 The alternatives to raising the level of
13 Folsom Lake as opposed to flooding the American River
14 Canyons due to the Auburn Dam are detrimental, I
15 believe, because there's a dwindling foothill habitat
16 and the upper-level habitat has already been ruined
17 because of logging and mining and it needs to be
18 repaired.

19 In creating new reservoirs up in the American
20 River Canyon, it could be done in association with
21 ecosystem rebalancing which would increase the riparian
22 habitats and could restore the forest habitats. Right
23 now, I mean, the Foresthill Divide is covered with
24 manzanita. They never replanted, okay? So a holistic
25 approach to the Auburn Dam could address environmental

13

1 concerns to pretty much everyone's satisfaction.

2 Lastly, the increased hydroelectric power that
3 could be added through the Auburn Dam or added to the
4 Folsom Dam project would be a CO2-free form of energy
5 which, considering global warming, is something we

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6 should be trying to incorporate in every long-term
7 infrastructure project that we are doing as a people
8 regardless of the cost.

9 MIKE COFFMAN: My concern is the Mormon Island
10 auxiliary dam which is an earthen dam; it's not
11 concrete, it's an earth dam. To me, it's a ticking
12 bomb. Not only is it on an old riverbed on nonsolid
13 bedrock on nonsolid ground, it's also right next to or
14 on top of an earthquake fault. Additionally, Mormon
15 Island Dam has a known water seepage issue. Now at this
16 point the water is clear and not cloudy but that can
17 change over time.

18 My real concern is that the increased pressure
19 placed upon Mormon Island auxiliary dam by a raise of
20 the lake level will lead to a catastrophic failure and
21 collapse of the Mormon Island Dam and then all the
22 houses are downstream -- originally when the dam was
23 built in 1948 to 1956, the only thing downstream of
24 Mormon Island Dam were cattle pastures. Now there are
25 hundreds of homes, thousands of residents in the path of

14

1 that potential 30-foot wall of water.

2 So my concern is that why are we continuing
3 this project knowing we have this ticking bomb? I
4 understand there's going to be an engineering study done
5 on the bedrock and foundation of Mormon Island Dam. I
6 would like a copy of that result sent to me or made
7 available to me. That's what I have.

8 PATRICIA GIBBS: Please identify any changes

9

Comment #29

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Renee Howie Affiliation: Golden Sierra (Board Member)

Address: 2309 H St. #C, Sacramento CA 95816

I would like to speak

I would like my comments to be read aloud

Comment:

- 1) The existing main dam gates need to be repaired or replaced to solve the flood danger
- 2) A bridge across the lake could alleviate traffic and address the security/terrorist danger.
- 3) The Auburn Dam would be a MUCH better solution & could be done with ecosystem re-balancing.

Please continue on the reverse side if needed

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7 infrastructure project that we are doing as a people
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7 available to me. That's what I have.

8 PATRICIA GIBBS: Please identify any changes

10

Comment # 30

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Mike Coffman Affiliation: Resident of Folsom

Address: 152 Keller Cir macoffman@JPS.NET

I would like to speak

I would like my comments to be read aloud

Comment:

Mormon Island Aux Dam (earthen Dam) is a ticking bomb. Not only is it on an old river bed (non-solid foundation) but it is on/near an earthquake fault. MIAD is know to have a seepage issue. Adding increased pressure upon MIAD will only make the problem worse. Why continue with this project?

Please continue on the reverse side if needed

Like results of the engineering study to be conducted

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7 infrastructure project that we are doing as a people
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7 available to me. That's what I have.

8 PATRICIA GIBBS: Please identify any changes

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9 to the current federal property line that surrounds
10 Folsom Lake as these changes relate to the various
11 proposed alternatives regarding raising the dam level.

12 Please provide this information graphically
13 showing contour lines at lake level as well as the
14 surrounding properties around the lake. And please
15 identify any changes to trail use around Folsom Lake.

16 ROBERT HOLDERNESS: Again, my name is
17 Robert G. Holderness. I'm the president of the Folsom
18 Tourism Bureau. I'm a former Mayor of the City of
19 Folsom, a former Vice Mayor, a former member of the
20 Folsom City Council. I'm also an attorney in private
21 law practice. Tonight I'm appearing on behalf of the
22 Tourism Bureau.

23 I have some extensive comments to make
24 regarding the proposal to close Folsom Point, but to
25 begin with, I want to put my comments in a historic

15

1 context, if you will.

2 To begin with, this is the third time in less
3 than 15 years that Folsom community, its businesses,
4 have faced the occasion of irreparable injury at the
5 hands of the Federal Bureau of Reclamation. In July
6 1995, by virtue of negligent maintenance activity at the
7 Bureau, Gate Number 4 at Folsom Dam broke and they had
8 to close the Dam Road for several years to make repairs
9 that should have been done in the ordinary course of
10 business.

11 In March of 2003, the Bureau of Reclamation

21

Comment # 31

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: 1.10.07

NAME: PATRICIA GIBAS

ADDRESS: 5425 LAKE FOREST DR
LOOMIS CA

TELEPHONE: _____

E-MAIL: fizzz@gartic.com

COMMENT: _____

- Please identify any changes to the current take line surrounding Folsom Lake as these changes relate to the various proposed alternatives

please provide this information graphically showing the contour lines around the lake & the current take line.

- Please identify any changes to trail use around Folsom Lake

This meeting was informative

THANK YOU FOR YOUR PARTICIPATION



SAFCA



US Army Corps of Engineers
Sacramento District

Transcripts_01102007

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6 1995, by virtue of negligent maintenance activity at the
7 Bureau, Gate Number 4 at Folsom Dam broke and they had
8 to close the Dam Road for several years to make repairs
9 that should have been done in the ordinary course of
10 business.

11 In March of 2003, the Bureau of Reclamation

Transcripts_01102007

12 closed Folsom Dam Road and thereby irreparably injured
13 businesses as well as the residents of our community,
14 most particularly in the Historic District, and did so
15 on the pretense that they were protecting us from
16 terrorism. And now they are proposing to close Folsom
17 Point for a period of seven years by virtue of the
18 necessity of implementing a dam raise program to add
19 additional safety to downstream dwellers of Folsom Dam.

20 we're not here to argue the merits or demerits
21 of the overriding project. I am here to comment upon
22 the impact of that project based on the proposals that
23 are before us tonight.

24 we are advised by Jeff McCracken that the
25 closure of Folsom Point is the worst-case scenario,

16

1 implying that it would only happen in a worst-case
2 scenario; however, we are further advised that all five
3 alternatives that are being considered in the scope of
4 the EIS contemplate closing Folsom Point for an extended
5 period of time.

6 we are further advised by a gentleman named
7 Frank Piccola -- who is identified as the chief of
8 projects within the Corps of Engineers -- that the
9 decision of whether or not to close Folsom Point will be
10 based on engineering needs. That is an incorrect
11 statement of the obligations of the Federal Government
12 in general, the Corps of Engineers, and the Bureau of
13 Reclamation in particular.

14 Folsom Dam and Folsom Lake were created by act

Transcripts_01102007

15 of Congress in 1944, signed into law by United States
16 President, the late Franklin D. Roosevelt. Under that
17 Enabling Statute, the Federal Government assumed a
18 specific obligation to maintain access to Folsom Lake
19 for the benefit of the citizens of the City of Folsom
20 and the region around Folsom Lake. There was a specific
21 stipulation that the Congress specifically signed into
22 law when President Roosevelt signed the statute.

23 Closing Folsom Point for seven years
24 violates -- violates -- the stipulations under which
25 Folsom Dam was created and Folsom Lake was created.

17

1 The Bureau of Reclamation, the Corps of
2 Engineers do not have the power or the authority to
3 violate that Enabling Statute. To attempt to do so as
4 they are currently planning to do is arbitrary, it's
5 capricious, it's clearly illegal, and it is contrary to
6 law and it will require the necessity of litigation
7 against them for which they have no legal defense.

8 The solution to the problem is to work with
9 the community in Folsom, to find a way to keep access to
10 Folsom Lake available to the residents of Folsom, to the
11 tourist business and industry of Folsom, during the
12 entirety of the construction project. We know that
13 there will be challenges in doing that, but those
14 challenges do not mean it's impossible.

15 This is not to be decided by engineering
16 alone, that's only one factor and, frankly, it's
17 probably the least significant factor. The more

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18 significant factors are political needs, economic needs,
19 fiscal needs, environmental needs, construction needs;
20 all of those take priority over engineering needs.
21 Engineering, in this case, is simply a functionary
22 activity. Once the policies are determined, then the
23 engineers implement the policy.

24 The policy that the Bureau of Reclamation and
25 the Corps has to adopt is that Folsom Point will be open

18

1 to access for the entirety of the seven-year project.
2 That's the policy. The engineering staff is obligated
3 by law, specifically the 1944 Enabling Statute, to
4 implement that policy and that is precisely what the
5 Bureau and the Corps needs to explain to their employees
6 and those persons who have been assigned the task of
7 implementing this project. To do otherwise will be to
8 violate the law and to invite litigation.

9 I make these comments with a firm purpose of
10 achieving their goals. The Folsom Tourism Bureau is a
11 body created under California law, it is funded by a
12 BID, which is a Business Improvement District, in the
13 City of Folsom. We raise about \$300,000 a year of money
14 from hotels to fund our programs, and in the past, those
15 funds have been used to advance the cause of tourism
16 within our community for the benefit of our citizens,
17 for the benefit of our businesses, and frankly, for the
18 benefit of those persons who seek to enjoy the tourist
19 opportunities of our community.

20 In the face of this closure, we will be

Transcripts_01102007

21 obligated to try to find ways to spend that money not on
22 advancing tourism but trying to help businesses that are
23 on the verge of failure as a result of implementing this
24 policy should it be implemented. we say that not from
25 scare tactics or imaginings but from experience.

19

1 when the Dam Road was closed in March of 2003,
2 we had several businesses close within a year by reason
3 of a failure of customers to be able to get to their
4 place of business. Even those businesses that survived
5 suffered great consequences, a great drop in revenues.
6 We've seen the statistics; we know that to be true. We
7 know that this is what is going to happen if indeed
8 Folsom Point is closed for seven years, and we intend to
9 vindicate our rights and seek compensation for those
10 damages on behalf of the Tourism Bureau itself as well
11 as working with other private businesses and
12 associations who will advance the cause of their members
13 as well.

14 The solution is one of collaboration. The
15 Bureau and the Corps should have already collaborated
16 with the City of Folsom, the Tourism Bureau, the
17 Chambers of Commerce and so forth before the publication
18 of the draft EIS. They chose not to do that. That was
19 an imprudent decision. They need to face the
20 consequences of that decision by taking remedial action
21 now before litigation eventuates, litigation that in my
22 judgment they cannot prevail upon.

23 The last thing I'd like to comment upon is the

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24 truncated methodology that's being used here to
25 frustrate our right to exercise our right of freedom of

20

1 assembly, our right of seeking redress of grievances and
2 our right of freedom of speech. All three of those
3 rights are rights that are guaranteed us as American
4 citizens under the Constitution of the United States
5 which was adopted in 1787.

6 By virtue of requiring us to either, A, submit
7 written comment, or B, subject ourselves to the awkward
8 and embarrassing setting of having to explain our
9 position to a court reporter, who knows nothing of the
10 subject matter, whose only job is to take down verbatim
11 the statements made by the persons who are making
12 statements, does not in any way satisfy the obligations
13 of the Bureau of Reclamation or the Corps of Engineers
14 under the American Constitution.

15 They have to meet the precepts of that
16 constitution just like everybody else does. There's no
17 exception in the Constitution for them. And for them to
18 use this truncated method is disrespectful to the
19 citizens of Folsom, it's disrespectful to the businesses
20 of Folsom, it's disrespectful to all of the institutions
21 of the City of Folsom, including the City Government,
22 the Tourism Bureau, the Chamber of Commerce, et cetera,
23 and it's astonishing to me.

24 After all, the Federal Government is our
25 servant. They work for us. The Bureau works for us,

21

Transcripts_01102007

1 the Corps of Engineers works for us. We as American
2 citizens are their employer. We pay the taxes that end
3 up in their pocket as a salary and a paycheck. They
4 need to show us that they know that, that they know that
5 they're working for all of us rather than showing us how
6 capable they are of ignoring the important interests of
7 our community, of our tourist industry, and of our city
8 government.

9 It's not too late to remedy the situation.
10 They can do it, we know they can do it because we had
11 the same problems with the bridge closure and it was
12 very difficult to get the Bureau and the Corps to come
13 around, but they did come around and now we're about to
14 build a new bridge below the dam which is a product of a
15 high-level, a historic level of cooperation between the
16 City of Folsom, the Bureau of Reclamation, and the Corps
17 of Engineers, and so we know they can do it.

18 They haven't done it yet on this project. We
19 hope they will understand that these comments are
20 serious, they're based in law. They're not meant to be
21 adversarial; they're meant to get their attention. We
22 will be adversarial if we must, it's not our preference.
23 Thank you.

24 DON REID: I believe the EIR does not reflect
25 the impact on the recreation at Folsom Point and the

22

1 corresponding economic impact on the City of Folsom.
Page 20

(12)

Comment # ~~111~~ 32

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Robert G Holderness Affiliation: Folsom Tourism Bureau

Address: 80 San Pablo Ave #114 Folsom

I would like to speak

I would like my comments to be read aloud

Comment:

Please continue on the reverse side if needed

Transcripts_01102007

1 the Corps of Engineers works for us. We as American
2 citizens are their employer. We pay the taxes that end
3 up in their pocket as a salary and a paycheck. They
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23 Thank you.

24 DON REID: I believe the EIR does not reflect
25 the impact on the recreation at Folsom Point and the

22

Transcripts_01102007

2 Folsom Point has 800,000-plus visitors a year. It
3 appears that Folsom Point will be shut down or at a
4 minimum severely impacted. This impact should be
5 mitigated by relocating the staging and processing areas
6 or creating an alternative recreation area during
7 construction that minimize the recreation impact and the
8 corresponding economic impact on the City of Folsom and
9 El Dorado County.

10 If there are conflicts between the
11 construction haul roads and the access to Folsom Point
12 recreation areas or any alternative areas, and the
13 access for the public, temporary bridges should be built
14 over the public access roads for safety reasons.

15 M.K. VELOZ: I'm M.K. Veloz of the Northern
16 California Marina Association. One of our concerns,
17 obviously, from the boating community is closing off
18 access to the lake and that would have, you know, a
19 terrible impact on the State's boaters and also of our
20 businesses.

21 But another related concern is the fact that
22 Parks and Recreation obviously operates a facility here.
23 If those are closed down for a substantial amount of
24 time, they're going to lose revenue. And what's
25 happening now in the state is Parks and Recreation

23

1 through the legislative process is ripping off \$27
2 million from the Harbors and watercraft Fund, revolving
3 fund.

4 And so that money is going out of the Harbors
Page 21

13

Comment # 33

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: DON REID Affiliation: RESIDENT

Address: 201 Cascade Falls Drive, Folsom, GA

- I would like to speak
- I would like my comments to be read aloud

Comment:

I believe the EIR does not reflect the ~~economic~~ impact on the recreation at Folsom Point and the corresponding economic impact on the city of Folsom. Folsom Point has ~~a~~ 300,000 plus visitors a year. It appears that Folsom Point
Folsom

Please continue on the reverse side if needed

will be shutdown or at a minimum severely impacted. This impact must be mitigated by relocating the staging and processing areas ^{creating alternative recreation areas during construction} that minimize the recreation impact and the ~~economic~~ corresponding economic impact on Folsom and El Dorado County. ~~If the alternative areas result~~ ~~create~~ If there are conflicts between construction haul roads, and ^{access to area} Folsom Point Recreation, ^{for an alternative recreation area} for the public, Temporary Bridges should be built over public access, ^{roads} for safety reasons

Transcripts_01102007

2 Folsom Point has 800,000-plus visitors a year. It
3 appears that Folsom Point will be shut down or at a
4 minimum severely impacted. This impact should be
5 mitigated by relocating the staging and processing areas
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4 And so that money is going out of the Harbors
Page 21

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5 and watercraft Fund which funds facilities like new
6 marina developments or refurbishing of marinas, programs
7 and things like that. If Parks loses more money, goes
8 after more of the funds, there's a cascading effect that
9 impacts not only this area but facilities all over the
10 state, so I just wanted to get that point down.

11 One more thing: An idea that I've heard
12 expressed here is that you folks hold a forum with some
13 of the stakeholders and the interest groups and come up
14 with solutions, because I think some of the people that
15 actually operate businesses up here and use the lake
16 have some ideas about how to lessen some of the impact
17 so that it would work better for them and for everyone.
18 So I would encourage that you do that.

19 VICTOR BECERRIL: Basically, I'm in favor of
20 all the changes that are being made, the spillway, the
21 raised level, on top of that. But the one thing I'm
22 really concerned with is Folsom Point, the closing of
23 the park there to use in place of the equipment purposes
24 that is being talked about. That's basically my
25 comment.

24

1 KENT ZENOBIA: I would like to comment as a
2 resident that could be potentially significantly
3 impacted by the proposed alternatives presented on the
4 poster boards here tonight. I also have a background in
5 civil and environmental engineering and am a registered
6 engineer in California and in nine other states. I'm
7 currently working on the levy reconstruction projects

(14)

Comment # ~~444~~ 34

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: WIK Veloz Affiliation: NCAIA

Address: _____

- I would like to speak
- I would like my comments to be read aloud

Comment:

Please continue on the reverse side if needed

Transcripts_01102007

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15

Comment # ~~111~~ 35

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: VICTOR BECERRIL Affiliation: RESIDENT

Address: 105 SANBORN CT

- I would like to speak
- I would like my comments to be read aloud

Comment:

I favor the proposed changes - (spillway, increased lake capacity)
but I strongly oppose the closing of Folsom Point as a support
for construction purposes

Please continue on the reverse side if needed

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6 marina developments or refurbishing of marinas, programs
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5 civil and environmental engineering and am a registered
6 engineer in California and in nine other states. I'm
7 currently working on the levy reconstruction projects

Transcripts_01102007

8 with the Department of Water Resources and the Army
9 Corps of Engineers. So I'm familiar with how these
10 activities would occur and the details of how they would
11 be conducted.

12 First, I'd like to point out that on this
13 "Proposed Alternatives" poster board over here that
14 Alternative 3 does not clearly indicate that it would
15 include the overlay to Mormon Island Dam which would
16 also thereby have a major impact on the Folsom Point
17 recreation area and the boat launch.

18 One of the gentlemen over here, John Wilson
19 with Reclamation, indicated that the poster summary
20 appeared to contain a shortfall in the bullets that were
21 listed under the particular alternatives. Although it
22 has shown up later on the lower right-hand corner of
23 elements common to all alternatives, it's not real clear
24 for the public to recognize these alternatives include
25 potentially major impacts to Folsom Point recreation

25

1 area, boat launch, park, the immediate neighborhood, and
2 residences.

3 Point Number 2: I would like to see a water
4 haul alternative using barges to carry the fill from the
5 proposed spillway excavation location over to the Mormon
6 Island Dam seismic upgrade location. This fill-hauling
7 alternative would also require short truck hauls to
8 carry the rock from the excavation site to the barge and
9 then from the barge to the fill location on Mormon
10 Island Dam.

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11 In addition, conveyors could be implemented to
12 deliver the fill material to the specific location on
13 Mormon Island Dam where it would then be worked in with
14 heavy track equipment like bulldozers and compactors. I
15 suspect this could potentially be very cost-effective
16 and may avoid a lot of the expense of the proposed
17 coffer dams, haul roads, long truck route construction,
18 truck traffic, labor and environmental impacts to the
19 Folsom Point recreational area, and other impacts to the
20 residences and church.

21 It appears that the residences, the church,
22 new commercial facilities, and new homes in the
23 immediate area along Natoma Street and Briggs Ranch will
24 be significantly impacted by the red construction zone
25 shown on the maps that depict the coffer dams and haul

26

1 routes over to Mormon Island Dam. These impacts should
2 also be considered when judged against a water haul and
3 barge route from the excavation site to Mormon Island
4 Dam.

5 For example, as a civil engineer on the DWR
6 and Army Corps levy projects, we've evaluated the
7 barging of major tonnages of fill materials to repair
8 the levees for the State of California. we found barge
9 hauling was significantly cheaper than truck hauls to
10 repair these levies.

11 In addition, Point Number 3 is that these
12 alternatives don't clearly depict here what appears to
13 be major impacts to the Folsom Point recreation area,

Transcripts_01102007

14 the park, and the boat launch. I think there's about a
15 thousand homes that are in this immediate vicinity. The
16 residents, including students and the public, use Folsom
17 Point since it's literally on the other side of Natoma
18 Street.

19 In addition, there are a lot of families that
20 go over to the park, walk over there in the park with
21 their pets and their children. And also, there are many
22 families that simply drive across Natoma Street from
23 Briggs Ranch to launch their boats at the Folsom Point
24 boat launch. It is a significant feature for the
25 residents in the neighborhood, and I'd like that to be

27

1 considered highly when the final decisions are made with
2 regard to the most appropriate alternative.

3 The impacts of shutting down Folsom Point for
4 extended periods of time, which I understand could be
5 from one to seven years, would be a major negative
6 impact to the residents in our community. I appreciate
7 you considering these comments and hope they can be
8 evaluated in the EIR process. Thank you.

9 KRIS GARDNER: I'm wishing to go on record to
10 have the Folsom Point Dike 8 remain open during this
11 construction project; that the estimated seven-year time
12 would be a huge impact to the recreational aspects of
13 the boat ramping areas. And the additional impact to
14 Brown's Ravine and others around the lake would be
15 excessive, so Dike 8 just must stay open for the amount
16 of boaters that have come to use the lake from around

16

Comment # ~~101~~ 30

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: KENT ZENOBIA Affiliation: RESIDENT

Address: 133 DARRINGTON DR FOLSOM CA

I would like to speak

I would like my comments to be read aloud



Kent E. Zenobia, PE, DEE
Senior Program Manager

URS Corporation
Crown Corporate Center
2870 Gateway Oaks Drive, Suite 300
Sacramento, CA 95833
Tel: 916.679.2000
Direct: 916.679.2210
Cellular: 916.425.0749
Fax: 916.679.2900
kent_zenobia@urscorp.com

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Act 3 (Error) Does not mention Overlay to MIAD
& Major Impact to FP

Base
Water Haul of Fill to MIAD ~~causing~~
with short truck hauls to from
Water Site & conveyors could
be cost-effective.

Impact to FP

Are Sign

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15 thousand homes that are in this immediate vicinity. The
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16 of boaters that have come to use the lake from around

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17 the region. The growth of Folsom has been so huge that
18 there's an enormous amount of use of the boat ramps.

19 And even now, Dike 8 on a summer day, the
20 lines waiting to launch there and at Brown's Ravine are
21 enormous. So you wouldn't even be able to get out on
22 the lake, it would take you hours to do it if that one
23 went away. So if you can find a different way of
24 staging, that would be really good.

25 TAYLOR ZENOBIA: Hello. My name is Taylor

28

1 Zenobia, and I'm a nine-year-old fourth-grade student at
2 Folsom Hills School and resident in Briggs Ranch. I'm
3 also a Student Council officer at Folsom Hills School in
4 Briggs Ranch, and I'm sure all of our school would like
5 to be able to keep going to Folsom Point.

6 I like to go to Folsom Point often with our
7 dog and walk him by the lake. Our school also has field
8 trips to the lake and I hope that this activity will
9 allow us to keep going there throughout the rest of the
10 years. Plus, there are a lot of wildlife and flowers
11 that you can see in the summertime and I think that that
12 makes the lake a very special place that we should be
13 able to go to.

14 SARAH GRIFFITH: As a recreational trail user
15 of the trails around the lake, one of my main concerns
16 about the project is that the trails, when the project
17 is finished, be left in a way that they are still usable
18 in the way that they can be used now by horses, by
19 hikers, and by bicycle riders.

17

Comment # 37

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: KRIS GARDNER Affiliation: resident

Address: 208 Willow Creek Dr

I would like to speak

I would like my comments to be read aloud

Comment:

The impact of Folsom Point in being used
as staging area would be great for
summer use of Dyke 8 and other boat ramps
around Folsom Lake.

Need to decide on another staging area.
Too long of closure risk.

Please continue on the reverse side if needed

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18 there's an enormous amount of use of the boat ramps.

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17 is finished, be left in a way that they are still usable
18 in the way that they can be used now by horses, by
19 hikers, and by bicycle riders.

18

Comment # ~~100~~ 38

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact
Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Taylor Zenobia Affiliation: RESIDENT/STUDENT

Address: 133 DARRINGTON DR. FOLSOM, CA

- I would like to speak
- I would like my comments to be read aloud

Comment:

Please continue on the reverse side if needed

Transcripts_01102007

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17 is finished, be left in a way that they are still usable
18 in the way that they can be used now by horses, by
19 hikers, and by bicycle riders.

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20 Another concern I have is that if there was a
21 1-in-200-year flooding event and that the water level
22 came up and possibly temporarily touched the trails,
23 that the trails would be able to be restored to a usable
24 recreational condition. And I'm also concerned that the
25 project not negatively impact the public's use of this

29

1 area also for boating and for hiking, bicycle riding,
2 and anything that people are doing with this.

3 The other thing I'm slightly concerned about
4 is that I don't know the specifics of the geology of the
5 area where they are going to be digging the spillway,
6 but there's a lot of serpentine rock in some areas of
7 the foothills such as El Dorado County, and I would be
8 concerned about potentially disturbing serpentine rock
9 and creating extra asbestos exposure for both the people
10 working on the site and for the people living in the
11 area and driving through the area. And I would hope
12 that the Bureau of Reclamation and the Corps would have
13 some sort of system to deal with that so the public
14 would not be exposed to extra asbestos because it's
15 dangerous.

16 And I haven't studied the entire document yet,
17 but I would be hoping that if the spillway, the proposed
18 spillway that they want to do was opened to release
19 extra water flow, that there would be some sort of
20 public warning system for the people downstream so they
21 wouldn't accidentally get caught in an extra water flow
22 and we wouldn't be having people getting flooded,

Transcripts_01102007

23 accidentally drowning. So something like a siren or
24 something would be a good idea to consider.
25 (Public Hearing was adjourned at 9:31 p.m.)

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CERTIFICATE OF REPORTER

I, SHERRI STARR, a Certified Shorthand Reporter, hereby certify that said proceeding was taken in shorthand by me, a disinterested person, at the time and place therein stated, and that the proceeding was thereafter reduced to typewriting, by computer, under my direction and supervision;

I further certify that I am not of counsel or attorney for either or any of the parties to the said proceeding, nor in any way interested in the event of this cause, and that I am not related to any of the parties thereto.

SHERRI STARR, CSR No. 10245

19

Comment # ~~104~~ 3d

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: ~~Sarah~~ Sarah Griffith Affiliation: _____

Address: po box 1058 Lincoln _____

I would like to speak

I would like my comments to be read aloud

Comment: → see also spoken

Concerns:

- ① trails be restored to current use ^{by horses & bicycles}
- ② serpentine rock / asbestos exposure ^{workers} of workers / public during construction ^{needs to be considered}
- ③ warning system such as ~~siren~~ siren for when flood gates are opened so extra water flow won't accidentally drown anyone

Please continue on the reverse side if needed

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Keon Almeida Affiliation: EDIT Resident

Address: 1428 Lake Hills Dr., EDIT, CA 95762

I would like to speak

I would like my comments to be read aloud

Comment:

On behalf of my neighbors I would like to request that the detailed maps showing the high water level be posted to the web as not all could attend. Several properties in my neighborhood will be impacted by high water level in the event of a storm.

Please continue on the reverse side if needed

Real estate ownership maps sheets 1-12

[Handwritten initials]

Comment # *41*

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Cindi Dulgar Affiliation: Sacramento State Aquatic Center
Address: 1901 Hazel Ave Gold River CA 95670

- I would like to speak
- I would like my comments to be read aloud

Comment:

"A Family that plays together, stays together"
Families in the Folsom, El Dorado Hills Area value the
opportunity to spend quality time on the water as a family
to sail, swim, picnic, ski, Fish etc. This project will
will displace recreation users for 5-8 years that is
an entire phase in a families life. If access is
 Closed the Marina and Granite Bay will not be able

Please continue on the reverse side if needed



41

Comment #194

It is our request to look into other options for storage and rock crushing - and not negatively affect recreation on Folsom Lake by limiting access to the recreating community

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: PAUL MOYMER Affiliation: SACRAMENTO VALLEY MARINE ASSOC.

Address: 7450 FOLSOM AUBURN RD FOLSOM CA 95630 916-988-1704

- I would like to speak
- I would like my comments to be read aloud

Comment:

Please continue on the reverse side if needed

In the interest of time, I have a prepared statement.

Good evening and thank you for hosting the Public Hearing tonight. I'm Paul Moynier, President of the Sacramento Valley Marine Association. The organization I represent has 30 Members who have boat dealerships within the greater Sacramento Metropolitan area and generate in excess of \$100 million dollars in annual sales.

Tonight...I hope to provide information that will help the Bureau of Reclamation better understand the impacts this project will have on the Boat Dealers, Merchants, City Of Folsom, Parks and Recreation... and the local economy in the Sacramento region.

As an organization representing the recreational industry, we support properly managed valuable water resources, the flood control upgrade and the bridge crossing at Folsom Lake. It is not our desire to stop this project....but instead help minimize or eliminate the impacts to the business community. As stated in the EIR with interpretation...this project will cause hardship on the local economy.

The City of Folsom, Eldorado Hills and the South Placer Communities use Folsom Lake as the barometer for success. The business community is directly tied to lake levels, public access, and water availability at this facility. After reviewing the EIR for this project, it suggests the closure and or partial closure of several major access points on Folsom Lake which include Folsom Point, Beales Point and Granite Bay. Closure or restriction of any access points to the lake will have significant revenue impacts on the local Boat Dealers and merchants, the City of Folsom and Parks and Recreation who solely depend on this facility for their revenue.

We ask that you allow us to provide input and include us in any way possible through focus groups to help mitigate the lost revenue exposure described in the current plan. We submit to you there are alternate options and ways to complete this project that will minimize impacts to lake access and maintain a healthy business environment for the merchants.

The following items are few suggestions that should be considered:

- Identify alternate staging areas to eliminate park access point closure.
- Minimize or restrict construction during peak summer season time.
- Construct additional lake launching access points and possibly retain after construction is complete.

These are just a few examples of alternate ways to manage this project and help minimize financial loss to the business community.

On behalf of the Sacramento Valley Marine Association, we look forward to providing input and working together to make this project business and community friendly.

Thank you for your time and consideration this evening.

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

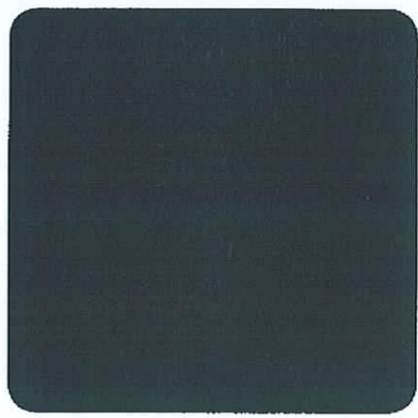
DATE: 1/10/07

NAME: Gene Moynier

ADDRESS: 7450 Folsom Auburn

TELEPHONE: 916-988-1704

E-MAIL: broMoynier@ELKgrove.net



COMMENT: Please consider alternate construction
locations for encompassing equipment & materials
to lessen the need for closure of park areas,
the economic impact from closure and
disruption will be significant based on current
proposal, the long term cumulative negative
impact is directly proportional to the amount
of closure and disruption
consider: establish alternate storage
install new ramps or expand existing
site area construction to non prime seasons
develop forum for input of new ideas prior to
final draft.

Thank you



THANK YOU FOR YOUR PARTICIPATION



SAFCA

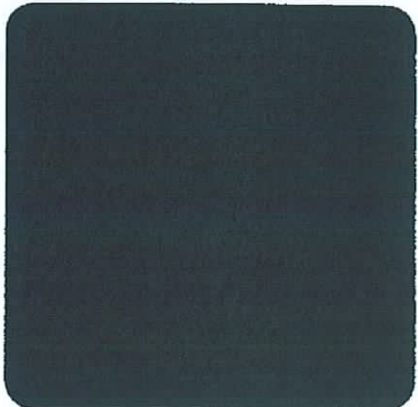


COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

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The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.



DATE: 1/10/07
 NAME: Michelle Lipowski
 ADDRESS: (work) 501 Oakdale St
home) 100 Arrowsmith Dr
 TELEPHONE: (916) 223 1632 (cell)
 E-MAIL: dixlady@comcast.net

COMMENT: I have concerns regarding the
closure of Folsom Point
during work on the dam.
Folsom has already experienced
long term closure of other
park facilities (powerhouse)
for 2 years. There must be
some way to keep Folsom point
open during this construction &
keep the revenue flowing
from the use of that site.

THANK YOU FOR YOUR PARTICIPATION



US Army Corps
of Engineers
Sacramento District

comment #45

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: 1-9-07

NAME: James Clayburn

ADDRESS: 1078 Piattail Cir.

Folsom 95630

TELEPHONE: 916-294-0130

E-MAIL: james@fullmooncasino.com

COMMENT: I am fully on board with the project and why we are doing it, however I have a large concern about the closure of Folsom Point. Recreation areas without providing an alternate option other than overflow to Granite Bay or Browns Ravine for boat launching. The lake launches are already overly crowded in the summer months and there should be an alternate option to closing Folsom Point Launch. You need to either consider not closing it or providing an alternate launch facility in the interim. I live and play in Folsom, if I can't play here any more it makes me think it is time to move to a more accessible lake!

THANK YOU FOR YOUR PARTICIPATION



Comment #45



SAFCA



US Army Corps
of Engineers
Sacramento District

Comment # 40

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: 1-10-07
NAME: JON SODERMAN
ADDRESS: 1109 GALSTON DR.
FOLSOM, CA.
TELEPHONE: 984-5678
E-MAIL: tapenj@comcast.net

COMMENT: I AM IN FAVOR OF IMPROVEMENTS,
I WOULD FAVOR LOOKING AT ANY OTHER
ALTERNATE SITES OTHER THAN FOLSOM POINT,
AS THE CLOSURE OF THE DAM REL. HAS
ALREADY SIGNIFICANTLY AND FINANCIALLY
PUT A BURDEN ON THE TOWN OF FOLSOM
AND ITS RESIDENTS.

THANK YOU FOR YOUR PARTICIPATION



Comment #46



SAFCA



US Army Corps
of Engineers
Sacramento District

comment #47

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE:

10 Jan. '89

NAME:

Charles A. Hooper

ADDRESS:

188 Stony Hill Dr. Folsom, Ca.
95630

TELEPHONE:

(916) 983-9980

E-MAIL:

CAHWIS@aol.com

COMMENT:

Need more access, not less. Please do

the Project(s). But we'd very much like

access, to the left. More; not less.

Thanks

And we'd like access across on the Dam Road
until the new bridge is built.

Thank You very much.

THANK YOU FOR YOUR PARTICIPATION



Comment #47



SAFCA



US Army Corps
of Engineers
Sacramento District

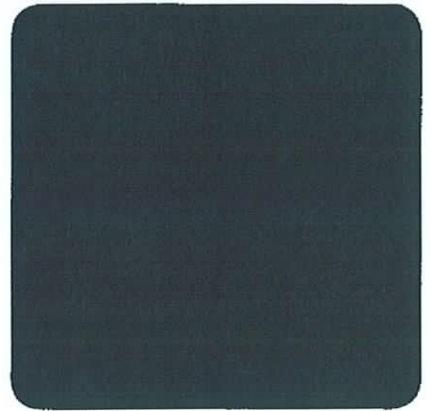
COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: Jan 10, 2007
 NAME: Renee Howie
 ADDRESS: 2309 H St. #C
Sacramento, CA. 95816
 TELEPHONE: 916-446-2836
 E-MAIL: r_howie@comcast.net



COMMENT: While this project is well merited, and would yield numerous benefits, it will take resources away from more important needs. The proposed bridge would be better located crossing the lake at Horseshoe Bar. It would remove potential danger of attack further from the dam. It would streamline auto & truck traffic as well. Be that as it may, the entire levy system of the Sacramento & San Joaquin rivers need more immediate attention. The Auburn Dam should be built and this project will add to the delays for that. The Auburn dam would provide much needed CO2 free electrical energy -- something that would better address the most serious environmental problem, global warming. I would be glad to participate in the environmental planning related to reservoir expanding or formation as in the case of the Auburn Dam. It could be

THANK YOU FOR YOUR PARTICIPATION



SAFCA



US Army Corps of Engineers
Sacramento District

(over) ↓

Comment # 48

R. Oliver
2309 H St. #C
Sacramento, CA 95816

Place
Stamp
Here

Shawn Oliver
Bureau of Reclamation
Central California Area Office
7794 Folsom Dam Road
Folsom, CA 95630

Fold here and seal at top before mailing

(Cont) done wisely, scientifically, and with enhancements
to the riparian habitats and surrounding
forests. I sit on the Board of Golden Sierra,
a 501(c)3 organization dedicated to environmental
enhancements and ecosystem rebalancing.

Thank You,

R. Oliver

P.S. Please provide access to the DELS/PEIR for
the proposed projects.

comment #49

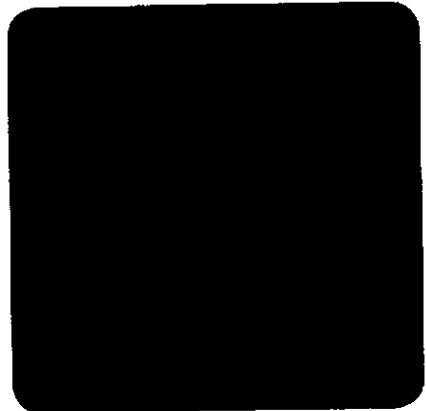
COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: 1-10-07
 NAME: Dennis Swenson
 ADDRESS: 8100 Granite Oaks DR
Granite Bay CA 95746
 TELEPHONE: 916-786-9017
 E-MAIL: dcswenson@comcast.net



COMMENT: I am a home owner in the Park Vista
neighborhood (next to the Granite Bay entrance
of the park) and would like to know how
this project will affect my property.

Sincerely,
Dennis Swenson

THANK YOU FOR YOUR PARTICIPATION



Comment #49



SAFCA



US Army Corps of Engineers
Sacramento District

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: 1-10-97

NAME: Ken Christensen

ADDRESS: 2030 Salmon Falls Rd.

El Woodville Hills, CA 95762

TELEPHONE: 916-933-1300 916-284-9444

E-MAIL: KENC568@SBCGLOBAL.NET

COMMENT: I manage Folsom Lake Marina at Brown's Ravine. I just wanted to point out that if you have extra material and are looking for a place to store it, we could sure use it. We really need an east breakwater at the marina so we would be able to increase the number of slips and to better protect all the boats. We currently have one breakwater on one side of the entrance, but need to have them on both sides. Our current breakwater goes under at elevation 450' and needs to be raised.

Thank You
Ken

THANK YOU FOR YOUR PARTICIPATION



US Army Corps of Engineers
Sacramento District

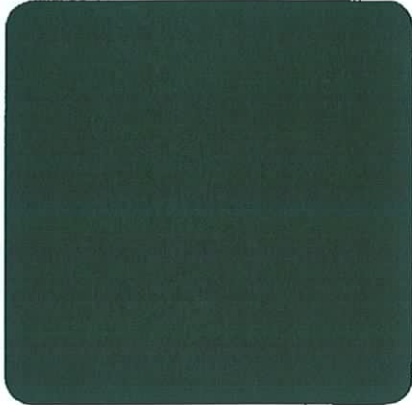
COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: 1/10/07
 NAME: RUSS KNAPP
 ADDRESS: 1404 LAKEHILLS DR
EL DORADO HILLS
 TELEPHONE: 549 1415
 E-MAIL: RUSS@AVALAR4HOMES.COM



COMMENT: WE PREFER PLAN 3. AND STRONGLY OPPOSE
ALTERNATE PLANS 4 + 5.

THANK YOU FOR YOUR PARTICIPATION



Comment #51



SAFCA



US Army Corps
of Engineers
Sacramento District

Comment # 52

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: 1/16/07

NAME: DUANE COONEY

ADDRESS: 104 Willowcreek Dr.

TELEPHONE: 916 351 5615

E-MAIL: decooney@comcast.net

COMMENT: FIND AN ALTERNATIVE TO CLOSING
DYKE 8 / FOLSOM POINT FOR 7 YEARS. DO NOT
CLOSE DYKE 8.

Thank You
Duane Cooney

THANK YOU FOR YOUR PARTICIPATION



Comment #52



SAFCA



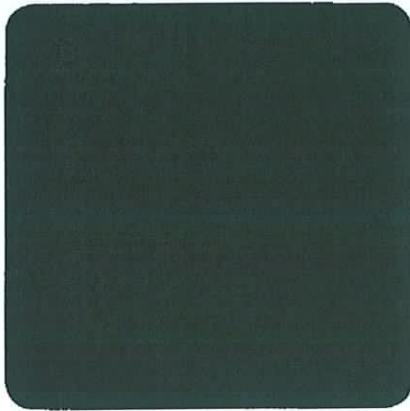
US Army Corps
of Engineers
Sacramento District

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action
Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: 1-10-06
NAME: CINDY SPEER
ADDRESS: 1109 GALSTON
TELEPHONE: 916 984-5678
E-MAIL: _____



COMMENT: today on the news, was the first, I
heard of this meeting, why were the
residents in Folsom not notified of this
meeting before today?
Where are the alternative sites?
We moved to Folsom (+ use Folsom point
every weekend during the summer.) because
of the access to the lake is why
we moved to this area.

THANK YOU FOR YOUR PARTICIPATION



US Army Corps
of Engineers
Sacramento District

Comment # 54

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: JAN 10, 2007
NAME: Melissa Green
ADDRESS: 105 Eveland Ct.
Folsom, CA
TELEPHONE: 916 985-6272
E-MAIL: _____

COMMENT: Project is needed but must be
done without denying public access
to current facilities at Folsom Lake,
including Folsom Point and Beals.
Long term (more than one year) denial
of access depresses home values
and is unacceptable.

THANK YOU FOR YOUR PARTICIPATION



Comment #54



SAFCA



US Army Corps
of Engineers
Sacramento District

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

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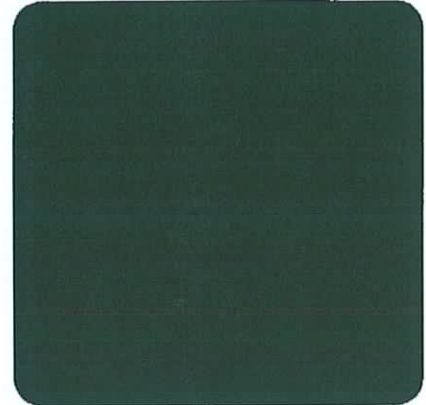
DATE: 1-10-06

NAME: Russ & Lisa Kroy

ADDRESS: 133 Hazelmere Dr.
Folsom

TELEPHONE: (916) 983-7151

E-MAIL: lookup@sbcglobal.net



COMMENT: Specify times of closure. Need plan for mitigate recreational & economic effects for the community.

Your public presentation of the project highlights the need for dam improvement but does not address community impact/quality of life issues for the multi-year project duration.

There must be a way to spread project impact in other areas so as to not put undue burden on any one lake access/recreational point & especially, the one that impacts the Folsom community most.

THANK YOU FOR YOUR PARTICIPATION



Comment #55



SAFCA



US Army Corps of Engineers
Sacramento District

Comment #56

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: 1-10-07

NAME: JASON ZARGHAMI

ADDRESS: 1456 LAKE HILLS DR

TELEPHONE: 916-941-9503

E-MAIL: JASON.ZARGHAMI@INTEL.COM

COMMENT: ALT #3 TO RAISE WATER LEVEL BY 3.5 FT
IS THE RIGHT ALTERNATIVE.

ALT #5 TO RAISE THE WATER LEVEL BY 17 FT
IS PLAIN BAD. SAFETY OF THE DAM PLUS
TOO MANY PROPERTY TO BE EFFECTED BY 17 FT
OF WATER. WHY EVEN CONCEDE SUCH A BAD
ALTERNATIVE?

ALSO HAVE AREA PHOTOS + WATER LINE INFORMATION
AVAILABLE ON A WEB PAGE FOR ALL EFFECTED PROPERTY
OWNERS TO REVIEW.

THANK YOU FOR YOUR PARTICIPATION



Comment #56



SAFCA



US Army Corps
of Engineers
Sacramento District

Comment # 57

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: 1/10/07
NAME: ERICKA COONEY
ADDRESS: 104 Willow Creek Dr.
Folsom, CA
TELEPHONE: (916) 351-5615
E-MAIL: eacooney@comcast.net

COMMENT: As a 10 year resident of Folsom, I will not stand by silently and allow ~~the~~ my main source of recreation and a huge draw to young families in the area to be shut down for 7 years. Folsom is a large lake, Dyke 7 is already closed to the public, make use of it for storage. There are other options that would not leave thousands of Folsom residents out in the cold. I am absolutely opposed to closing Dyke 8 for 7 years or 1 year. Find another option.

THANK YOU FOR YOUR PARTICIPATION



Comment #57



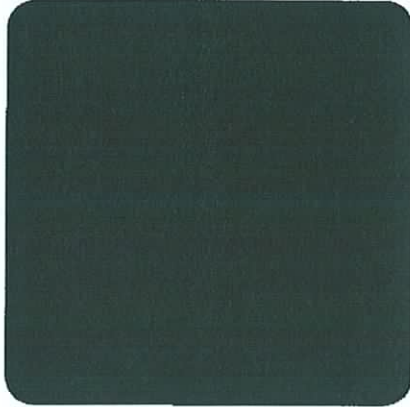
SAFCA



US Army Corps of Engineers
Sacramento District

Folsom Dam Safety/Flood Damage Reduction Action
Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.



DATE: Sac State Aquatic Center
NAME: Brian Cinde Dulgar
ADDRESS: 1701 Hazel Ave
Gold River CA 95670
TELEPHONE: 916-278-2842
E-MAIL: Cinde@csus.edu
Btdulgar@csus.edu

COMMENT:

The Sac State Aquatic Center uses Folsom Point as a staging area for our summer youth base ski camp, University P.E. Classes, P.W.C. Classes and multi-level ski classes. Students and ^{children} park and walk to the ski beach to meet their instructors - No where else on the lake can accommodate our numbers or program.

Our request is to look into other options for storage and rock crushing, and not negatively affect recreation on Folsom Lake by limiting access.

THANK YOU FOR YOUR PARTICIPATION



comment # 59

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

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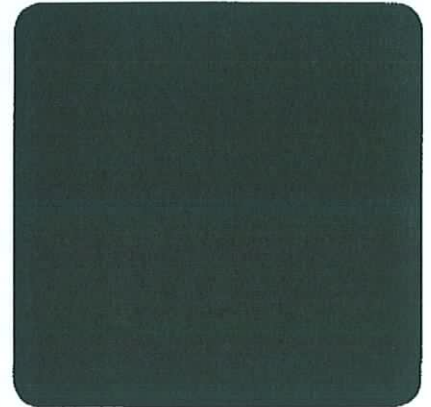
DATE: 1/10/07

NAME: Sandy McKaig

ADDRESS: 105 Eveland Ct. Folsom

TELEPHONE: 916-985-6272

E-MAIL: mckaigs@arc.tosrios.edu



COMMENT: As ~~not~~ much as I realize that the project (of some sort) is necessary, public access to the lake at Folsom point should not be limited or even denied. (I would hate to see Beals Pt impacted as well).

I really believe that there should be additional mtgs (town mtg-like) to express viewpoints, to clarify alternatives and impacts, and discuss options or other solutions.

The way this project is being presented and by given only a "comment" card to write concerns on — seems a like a done deal where decisions will be made w/o public opinion.

THANK YOU FOR YOUR PARTICIPATION



Comment #59



SAFCA



US Army Corps of Engineers
Sacramento District

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: 01-10-07
NAME: Jim Snook
ADDRESS: 731 SUTTER ST.
FOLSOM CA 95630
TELEPHONE: 916-985-0620
E-MAIL: jim@snookscandies.com

COMMENT: I am extremely concerned for the impact of closing any of the public access to the lake. While the need for flood protection is agreed upon, eliminating any of the launching recreation facilities would be incredibly detrimental to thousands of boat owners. In addition, I was disappointed to see that economic impact was not a consideration relating to IMPACTS AND MITIGATION. This City has thousands of visitors to the lake that contribute to the local economy. Please consider how any closures to facilities would impact our city.

Jim Snook
Snook's Candies
731 Sutter St.
Folsom, CA 95630

THANK YOU FOR YOUR PARTICIPATION



US Army Corps of Engineers
Sacramento District

comment #61

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: 1-10-2007

NAME: Craig R. Larson

ADDRESS: 11361 Folsom Blvd.
Rancho Cordova Ca 95742

TELEPHONE: 916-439-3576

E-MAIL: Craig@Larsonmarine

COMMENT:

Major Concerns I have:

Loss of water access for the thousands of people that call Folsom their home lake.

Loss of revenue to companies that depend on the use of Folsom Lake, who have always supported the lake. The youth of Folsom and outlying areas that will not be able to take part in the wonder and beauty of Folsom Lake. The overall loss of interest into the use of Folsom Lake and the activities such as boating that have helped make Folsom the city it is today.

Please leave our boat ramps and access areas open to the people and families that build their memories on the lake!!

THANK YOU FOR YOUR PARTICIPATION



SAFCA



US Army Corps of Engineers
Sacramento District

Comment #61

The loss of revenue to the boat dealers in the Folsom area would be significant. It would not only be a loss of revenue but also a loss of jobs and the ability to maintain the lake.

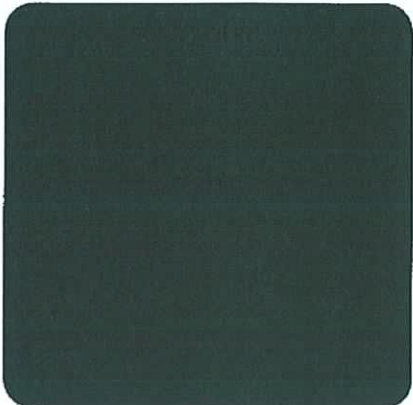
Comment #62

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.



DATE: 1-10-07
NAME: CAROL JAMES / BROTHERS BOATS
ADDRESS: 7450 FOLSOM AUGURN ROAD
FOLSOM, CA 95630
TELEPHONE: 916/988.1704
E-MAIL: CJJamesCA@aol.com

COMMENT: ALTHOUGH IT APPEARS NECESSARY TO REDUCE
BOAT LAUNCHING FACILITIES, WOULD IT BE POSSIBLE TO
ENLARGE THOSE AREAS THAT WILL STILL BE AVAILABLE
FOR THE PUBLIC TO PARK THEIR VEHICLES + TRAILERS?
THE PUBLIC WILL SURELY ADJUST TO LONGER LINES
FOR LAUNCHING, BUT KNOWING THEY CAN LAUNCH AND
STORE THEIR VEHICLES WILL LESSEN THE NEGATIVE IMPACT.
I BELIEVE THIS INVESTMENT WOULD NOT ONLY BE A
GOOD PERMANENT UPGRADE, BUT SHOW THE PUBLIC THEIR
RECREATION INTERESTS ARE STILL ACKNOWLEDGED.

THANK YOU FOR
YOUR ATTENTION

Carol James

THANK YOU FOR YOUR PARTICIPATION



Comment #62



SAFCA



US Army Corps
of Engineers
Sacramento District

Comment # 63

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: 11/10/07

NAME: CHET BLOYD

ADDRESS: 3761 Recycle RD RC CA 95742

TELEPHONE: 916/638/8908

E-MAIL: CHET@BAT Recycling.com

COMMENT: ~~These~~ Proposed closure will affect not only the immediate surrounding areas in the loss of taxable revenue generated by the recreational users. It will also be devastating to the marine industry in the Sacramento and surrounding areas. The loss of revenue to these business will be greatly felt by most and some may even be closed. If there is an alternative I believe we should explore it.
Chet Bloyd

THANK YOU FOR YOUR PARTICIPATION



Comment #63



SAFCA



US Army Corps of Engineers
Sacramento District

comment # 64

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: 1/10/07

NAME: Mike Garner

ADDRESS: 4137 Yacht Harbor Dr.

TELEPHONE: 209-992-9985

E-MAIL: mgarner@aquapac.com

COMMENT: Keep the vitality of the lake and the surrounding community at the top of priority list. Keep the flow of the 1mil. plus visitors flowing when the project begins. Enough has happened already with the closure of the dam road. Don't hurt the livelihoods of these people any more than what they've been subjected to already.

THANK YOU FOR YOUR PARTICIPATION



Comment #64



SAFCA



US Army Corps
of Engineers
Sacramento District

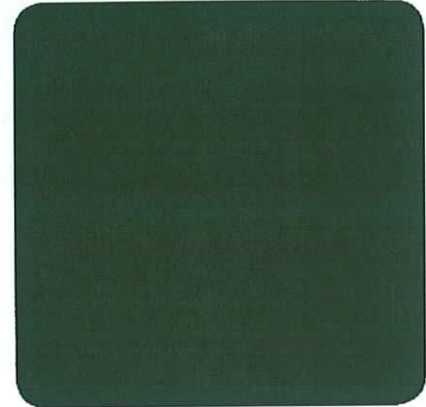
comment # 65

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action
Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: 1/10/07
NAME: John Polimiro
ADDRESS: 1448 Crocker Dr.
El Dorado Hills, CA 95762
TELEPHONE: 916 933-8860
E-MAIL: john@polimiro.com



COMMENT: I am also concerned about the loss of the public viewing area (observation point) at the south end of the dam. That is presently in the State Park Plan as a future restaurant & public view area. I do not see any mention of this as a long-term recreational impact. Some sort of accommodation to retain this viewing area should be allowed.

THANK YOU FOR YOUR PARTICIPATION



Comment #65



SAFCA



US Army Corps of Engineers
Sacramento District

Comment # ~~100~~ 101

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact
Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: JOHN POIMIROO Affiliation: Folsom Lake Yacht Club

Address: 1448 Crocker Dr. EDH, CA 95762

I would like to speak

I would like my comments to be read aloud

Comment:

Please continue on the reverse side if needed

Statement to the Bureau of Reclamation

I'm John Poimiroo, Staff Commodore of the Folsom Lake Yacht Club. We are one of the oldest and largest recreational groups on Folsom Lake, having been established in ¹⁹⁵⁶ 1962. Our club conducts sailing programs including races, cruises, water safety, instruction and social events on Folsom Lake. On behalf of our members, I urge the Bureau of Reclamation not to close Folsom Point during the time that Folsom Dam is being raised.

Closing Folsom Point would seriously impact Folsom and communities surrounding it, as well as public use of Folsom Lake State Recreation Area. Should the boat launch facility at Folsom Point be closed, most of the boaters who now launch at Folsom Point would shift to the next nearest launch ramp at Brown's Ravine in El Dorado Hills. There is not enough trailer parking at Brown's Ravine to accommodate this shift which now runs at capacity on most weekend days throughout the boating season. Through most of the year only one ramp is available at Brown's Ravine.

Closing Folsom Point would increase traffic both on Natoma Street and Green Valley Road. It would also discourage boaters from using Folsom Lake because of the inconvenience of long waiting times to launch, lack of parking, conflicts arising at the launch ramp because of delays and not knowing whether there will be space at Brown's Ravine to launch. Should Folsom Point be closed, reestablishing boating among those who have shifted to other recreational pursuits will take years. In the meantime, clubs such as FLYC and the marine industry in the Sacramento area will suffer and perhaps be irreparably damaged.

Alternative locations to stage construction equipment and materials exist closer to the dam than Folsom Point, such as near the intersection of the Folsom Dam Road and Natoma St. Large areas of land owned by the California Department of Corrections are accessible from Folsom Dam Road that would allow staging materials on public land closer to the dam and that would also not require that

Comment # ~~1111~~ 1111

construction traffic travel along Natoma St nor that Folsom Point be closed for nearly a decade.

So, we ask that you not close Folsom Point and avoid these negative impacts on the Folsom community and boaters.

Comment #~~574~~ 67

Porter, Stacy

From: kevinkraft [kevinkraft4@comcast.net]
Sent: Wednesday, January 10, 2007 4:28 PM
To: soliver@mp.usbr.gov.
Subject: Folsom dam construction

Not sure about this, as avid boaters, a bigger lake would be cool but. We need the flood protection, I guess, IMHO we need more bridges over the American river and Sacto too, as this would help with traffic. As a native sacramentoan, I am bitter about all the traffic and really would like to see the house construction and builders go away. If the bigger dam will give the builders the go for more houses, I say no. Just my opinion

Kevin Kraft
Folsom, Ca.

Comment #~~001~~ 08**Porter, Stacy**

From: Clark, Pete (STS US) [pete.clark@siemens.com]
Sent: Thursday, January 11, 2007 10:03 AM
To: soliver@mp.usbr.gov
Subject: Folsom Point Potential Closure

Hello,

I was not able to attend the meeting last night in Folsom, so my friend/colleague sent me your address so I could provide my two cents.

Closure of ANY ramps/facilities would mean certain negative impacts:

1. Being a regular boater at Folsom Lake over the last 12 years, I have seen a steady increase in traffic/delays/safety issues/parking problems/congestion/turn-aways at every ramp. This would only be compounded by a closure of one of the more popular, more accessible and convenient launch facilities. I am waiting for the day when access to the launch facilities is dictated by something like odd/even numbers of the hull license number (e.g. CA 1234 AB) to alleviate congestion.
2. Access fees would probably increase due to an overall decrease in patronage due to the other ramps' capacities not being able to handle the diversion from Folsom Point. Fees are already borderline outrageous, even if you purchase a season pass like I do.
3. People would find even more "creative" ways of accessing the lake. This would include driving on otherwise forbidden hillsides/embankments to swim, picnic, launch craft... especially PWC's. This is already a problem.
4. The south end of the lake could only be serviced by ONE facility, which often operates at half capacity since the Hobie Cove portion is often inaccessible (**I'm not complaining about lake levels here!**). The lake must be at a maximum of about 75% to expose Hobie Cove for use. There would still be a significant increase in traffic to the marina area from the closure, which is something I am not sure this quite narrow/tight facility can handle. Most of Folsom's population is on the south side of the dam, thereby making these southern facilities the most convenient for the public.
5. If the capacity of the lake were increased (I believe part of this project is to raise the level by 7 feet), then most or all of the other ramp facilities would need to be modified since the current 100% waterline at those facilities is at the top of the ramp. This would cause a closure of the other facilities at some point as well, since the "new" 100% mark would render these facilities useless.
6. There would be an additional increase in traffic through downtown Folsom as some would try launching at Granite Bay. As you may know, the traffic through downtown has been a huge issue since the Dam Road closure.
7. Personally, I haven't heard or read convincing arguments on why the dam and dikes need work in the first place. If there is a mechanical concern with these structures, then come out and say it. At least the public would understand and accept it. "Flood control" isn't enough explanation to warrant 7 years of inconvenience trying to use my floating entertainment investment. What specific work is proposed to control flooding? It's kind of like shutting the Dam Road down 1.5 years after 9/11, citing "security reasons" as the driver for the closure. If the Dam can't handle the increased traffic, then that's a much more logical reason than what was provided to the public.

I would appreciate it if these could be forwarded on to any other appropriate individuals.

Thanks for your time,
Peter Clark
696 Hildebrand Cir.
Folsom, CA 95630

1/12/2007

Comment # ~~109~~ 109

Porter, Stacy

From: Todd Drybread [todddrybread@yahoo.com]
Sent: Thursday, January 11, 2007 3:05 PM
To: soliver@mp.usbr.gov
Subject: Folsom Point

I was unable to attend the public hearing last night, so please excuse myself if I am out of line. I am incredibly upset with the possibility of closing Folsom Point. My family and I use the facility for walks and runs year round as well as boat access during the summer months. Folsom lake has gained in popularity and closing Folsom Point would drive a large number of people to Granite Bay and especially Brown's Ravine. Browns Ravine will be continually overcrowded, plus it does not have the recreational access as does Folsom Point. Please let me know what I can do to help stop this closure.

Todd Drybread
Resident

Access over 1 million songs - [Yahoo! Music Unlimited.](#)

Comment #~~70~~ 70

Porter, Stacy

From: Scott Howlett [sahowlett@yahoo.com]
Sent: Thursday, January 11, 2007 9:13 PM
To: soliver@mp.usbr.gov
Subject: Folsom Point

We seriously disagree with any decision to close Folsom Point. We use the facility 5 times a week from May through Sept. It is a very busy boating launch and picnic area. I can't imagine Browns Ravine being able to accommodate the extra traffic. There must be another staging area that could be used!

The Howlett Family

Comment #~~241~~ 71

Porter, Stacy

From: Patterson, Rick B [rick.b.patterson@intel.com]
Sent: Thursday, January 11, 2007 3:06 PM
To: soliver@mp.usbr.gov
Subject: Oppose closing of Folsom Point!

Shawn,
I'm opposed to closing Folsom Pt. I never go anywhere else on Folsom Lake except there, there is shade. Big mistake,
Thank you,

Rick and Pam Patterson
Folsom residents

Comment #72 72

Porter, Stacy

From: Sheila Leard [sheilaleard@comcast.net]
Sent: Thursday, January 11, 2007 3:49 PM
To: soliver@mp.usbr.gov
Subject: Folsom Dam Safety Project

Dear Mr. Oliver,

I write this as a very concerned resident of Folsom that the closing of Dyke 8 is an unreasonable burden that the residents of Folsom are expected to endure. Not only have we had to tolerate the closing of the Dam road, traffic on Sutter Street, but the inconvenience and lack of forthright public notification is too much to sit quietly this time.

My own personal story is of the enjoyment I have of running with my dog in the Folsom Point area. There are elderly men who have had 10 year ritual of walking in the early morning and stay connected to the world while exercising. This is the place I take all out of town relatives and friends to show off our gorgeous lake and vistas. This is the lake that several friends swim in while we train for various events. This is the lake that is part of an annual second grade field trip to learn about our local habitat. The loss of local vegetation and wildlife will be an irreversible loss to our children.

The closing of Folsom Point has a ripple effect here that needs to be addressed before there is anymore disruption to the residents and near by communities. In the report it states that Folsom Point is 'only for day use and a boat launch'. It is so much more than that! I urge you to carry out an alternative plan for a staging site for this project.

Sheila and Tom Leard
Folsom residents

Comment #~~73~~ 73

Porter, Stacy

From: grpetersen@sbcglobal.net
Sent: Thursday, January 11, 2007 3:52 PM
To: soliver@mp.usbr.gov
Subject: Closing of Folsom Point

Being a current resident of Folsom and long time Sacramentoan, I must say I was very concerned to hear that Folsom Point may be closed for 7 years for work on the dam. I understand that there is the need for a staging area for the dam, but I urge you to choose one that will not have such an impact on a community. Close access to the lake is one of the reasons we moved to Folsom from Carmichael. We enjoy being able to go to the lake, swim and boat from the close proximity to our house. I know that we would still be able to access Folsom Lake, but it wouldn't be the same.

Comment # ~~73~~ 74

Porter, Stacy

From: Greg Fales [gregfales@comcast.net]
Sent: Thursday, January 11, 2007 5:23 PM
To: soliver@mp.usbr.gov
Cc: themayor@folsom.ca.us
Subject: Closure of Folsom Point for Folsom Dam Safety Project

Dear Sir

I am writing to let you know my great concern and disapproval of shutting down Folsom Point for any length of time. My family and I moved to Folsom over ten years ago and we use all of the parks located at the lake on a regular basis. Having access to Folsom Point or any other Park at Folsom Lake is a big reason that we moved to Folsom and it's part of the quality of life that we paid for when buying our home. Giving up access for even one summer is not acceptable, let alone for seven years.

Please keep the parks open.

916-849-3200

--

Greg Fales.

Comment # ~~75~~ 75**Porter, Stacy**

From: Ppalilla@aol.com
Sent: Thursday, January 11, 2007 5:09 PM
To: soliver@mp.usbr.gov
Subject: Potential Folsom Point Closing

Dear Mr. Oliver,

As a long time resident of Folsom we are strongly opposed to the potential closing of Folsom Point for a long term staging area for proposed construction of a new spillway for Folsom Dam. Folsom is such a desirable city to live in part to the beautiful recreational lake we have in our backyard. We recognized that right away when we moved into the Briggs Ranch neighborhood with our 3 daughters after relocating from Atlanta, GA 16 years ago. Folsom Point (formerly Dyke 8) has been a constant destination for our family over the years that has included enjoying the point on our walks, on challenging bike rides, exploring the Point with our Girl Scout troops, spontaneous family picnics, taking the opportunity to enjoy the visual beauty of the lake since the closure of Folsom Dam Road and of course, the abundance of fun-filled boating opportunities through the convenient boat ramp access.

Please reconsider what a huge negative affect this would have on the families of Folsom and on the wonderful quality of life that having such a beautiful, convenient destination has provided the ever growing number of Folsom residents. Eliminating access to Folsom Point for 6-7 years would be a devastating loss.

Thank you for your time.

Respectfully,

Marco and Patti Palilla

Patti Palilla
Creative Memories Director
(916) 985-7959 www.mycmsite.com/pattipalilla

CM ID: 05999651

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Did you know that I offer:

Organizational Classes (Piles of photos overwhelming you? I can help.)

Picfolio Parties (Bring 170 photos & complete a "slip in album" in 2 hours.)

Get-Togethers (Learn the quick & simple way to create a family album.)

One-on-One (I'll come help you get photo-organized and moving forward.)

Comment # ~~70~~ 70

Porter, Stacy

From: Jonathan Walburger [jonathan@walburger.com]

Sent: Thursday, January 11, 2007 11:48 PM

To: soliver@mp.usbr.gov

Subject: Folsom Lake Point Closure

This would be a terrible idea. One of the benefits to living in Folsom is the easy Lake Access. My family and I love being able to ride our bikes to Lake. Please don't take this away.

-Jonathan Walburger

Comment #~~40~~ 77

Porter, Stacy

From: Lockwood, Dawn - MGH [Dawn.Lockwood@chw.edu]
Sent: Friday, January 12, 2007 8:41 AM
To: 'soliver@mp.usbr.gov'
Subject: Closing Folsom Point

Mr. Oliver,

As a long time Folsom resident, I am writing to urge you to reconsider closing Folsom Point. We value that area for our "warm weather" recreation; we moved to Folsom for this beautiful lake. Closing Folsom Point would not only impact businesses in Folsom but also the way of life for many of our residents.

Thank you for your time,
Dawn Lockwood
1009 Pintail Circle
Folsom, CA 95630

Comment # ~~7894~~ 78-94



Officers

- Harvey A. Bailey, *President*
- Joan Maher, *1st Vice President*
- Bill Harrison, *2nd Vice President*
- Sandy Willard Denn, *3rd Vice President*
- Ted Sheely, *Treasurer*
- Robert Stackhouse, *Executive Director*

January 12, 2007

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- Ronald D. Jacobsma
Friant Water Authority
- Kenneth E. Paul
Shafter-Wasco Irrigation District

Shawn Oliver
Bureau of Reclamation
7794 Folsom Dam Road
Folsom, CA 95630

U.S Army Engineer District, Sacramento
Attn: Ms. Rebecca Victorine
1325 J Street
Sacramento, CA 95814-2922

Dear Mr. Oliver and Ms. Victorine

Attached are the Central Valley Project (CVP) Water Association's comments regarding both the *Folsom Dam Safety and Flood Damage Reduction Draft Environmental Impact Study / Environmental Impact Report* and the Post Authorization Change Report for the Folsom Dam Modification and Folsom Dam Raise Projects within the American River Watershed Project. If any of the attached comments are unclear, please let Russ Harrington of my staff know as soon as possible. Please note that some of our members may be sending their own, independent comments directly to you by the indicated January 22nd comment deadline. Specific comments from our members that we have already received are as follows:

1. Use of the 400,000/670,000 Acre-Foot rule as a key assumption in the No Action Alternative is flawed due to the uncertainty on continuation of that rule for Folsom reservoir operation over the design life of the Proposed Project. Firstly, although the 400,000/670,000 rule is embodied in the 2004 agreement between Reclamation and the Sacramento Area Flood Control Agency (SAFCA), that agreement terminates in 2018 or earlier and nothing compels SAFCA to enter into a new agreement with Reclamation with the same rule to span the design life of the Proposed Project. Secondly, the Water Resources Development Act of 1996 (WRDA) characterized the 400,000/670,000 rule as an interim rule until such time as a flood damage reduction plan for the American River has been implemented. The pre-1993 400,000 Acre-Foot rule presents the most plausible default for incorporation in the No Action Alternative.
2. The Proposed Project enables and contemplates studying a wider range of operations rules for flood control and other purposes than those in use today, and any changed rules resulting from those studies will have various impacts, both positive and negative, on water users and the environment. In addition, the range of alternatives for flood control does not address the range of possible alternatives involving downstream levees. Simply adopting existing plans for levee strengthening and upgrades falls far short of the realistic range of alternatives that should be addressed. For instance, the WRDA of 1996

1521 "I" Street
Sacramento, CA 95814
Tele: 916-448-1638
Fax: 916-446-1063

Email:
Robert: rstack@cvpwater.org
Russ: russ@cvpwater.org
Serge: sergebirk@starhamd.net

contemplates development and implementation of a flood damage reduction plan for the American River. No such plan is incorporated in the Draft Environmental Impact Study (DEIS). As such, the alternatives and their impacts are too narrowly described in the current DEIS to meet the requirements of the National Environmental Policy Act (NEPA). The studies must be completed and described in a more comprehensive set of alternatives before a revised DEIS is issued.

3. Extension of the prior comment: there are no estimates of the economic/financial impact to CVP water contractors, power customers of the Western Area Power Administration (WAPA), or other water users, of plausible or likely changes to operation of Folsom reservoir as a result of the Proposed Project or other alternatives. No remedies are identified to compensate CVP water contractors, power customers of WAPA, or other users, due to reduced water or power supply caused by plausible or likely changes to Folsom reservoir operation as a result of the Proposed Project or other alternatives. In short, the document fails to consider fully the indirect and cumulative impacts of the Proposed Project.

We would also like to reiterate our general understanding that there cannot be an allocation to CVP Contractors for costs for projects that do not meet an authorized CVP Project Purpose and/or are not designated as a Financially and Operationally Integrated part of the CVP. This general understanding is consistent with Reclamation Law. Neither document provides the background calculations from which the cost allocations were derived. In addition, neither document specifies cost shares to specific entities. We are very interested in this information.

We also believe that any Safety of Dams allocation for any of these costs would be of sufficient significance to warrant a separate repayment period beyond the 2030 repayment deadline for pre-existing CVP Plant-In-Service costs as of 1980. Because these projects are not expected to be completed until time periods ranging from 2010 (at the very earliest) to 2020 (if there are scheduling delays), a 2030 repayment period would considerably compress the repayment period for these costs relative to the useful life of the project. Moreover, the CVP ratesetting policies incorporate a 50-year repayment period for capital costs, which was used as the basis for determining a 2036 repayment date for the San Felipe Unit out-of-basin facilities costs.

We look forward to your responses to the attached comments. We will also be awaiting responses to the numbered questions within this letter and our question regarding the repayment period for these costs. Please address these responses in writing to me prior to finalization of the EIS/EIR document.

Sincerely,



Robert F. Stackhouse
Executive Director, CVP Water Association

Attachment

CVP Water Association Comments
December 2006 Folsom Dam Safety and Flood Damage
Reduction EIS/EIR
January 12, 2007

Page ES-2: Within the last paragraph, elements that Reclamation and the Corps of Engineers would implement separately are mentioned, and a list "as summarized in the following paragraphs" is referenced. On what page is this list provided?

Page ES-3: Regarding the top paragraph, was separate authorizing legislation provided for the Folsom Outlet Modifications Project, which was morphed by the Corps of Engineers into the Auxiliary Spillway Project? What was the PL number for this authorizing legislation for the Folsom Outlet Modifications Project?

Page ES-9: Will the referenced fuseplug in the top paragraph be built prior to the completion of the auxiliary spillway?

Page ES-11: In the top paragraph, why is there a reference to security activities? Have security activities been defined as part of the Joint Federal Project and either the Flood Damage Reduction or Safety of Dams program?

Page ES-11: Did the authorizing legislation for the Folsom Outlet Modifications project (which was subsequently revamped as the Auxiliary Spillway) specify a 100% flood control allocation?

Pages ES-13, ES-14, and ES-15: What incremental acre-foot storage capacities would be provided by 3½ foot, 7 foot, and 17 foot raise levels to the Folsom Storage facility? How does this compare to the acre-foot capacities that are expected to be generated through a Probable Maximum Flood?

Page 1-1: Are there specific (non-security related) safety requirements for the Folsom facility on the basis that it is designated as a National Critical Infrastructure facility?

Page 1-20: Why is the authorizing legislation for the Folsom Outlet Modifications project not included in the legislative citations?

Page 2-73: Is site security being incorporated into this project? If so, under what authorization is this being done?

Page 2-85: Why is alternative 1 designated as a purely Safety of Dams alternative?

Comment #~~78-94~~ 78-94

Page 3.2-4: Would any of the proposed projects impact water deliveries while construction is in progress?

Page 3.2-5: Would deliveries to the City of Roseville, San Juan Water District, and Suburban Water District be significantly impacted during construction of any of the Corps' Folsom Dam Modifications projects?

**CVP Water Association Comments
December 2006 Folsom Dam Modifications and Folsom Dam
Raise Projects
Post Authorization Change Report
January 12, 2007**

Page ES-4: The no action plan should be based on the fixed 400 thousand acre-feet storage space that has only been superseded on an interim basis.

Page ES-4: Why does the No-Action Plan include the implementation of several projects that will affect the Folsom Dam's flood capacity and one project (the Folsom Bridge) that will not have any bearing on the safety or flood capacity of the Folsom Dam.

Page ES-9: It is our understanding that there will be no cost allocation to CVP Contractors on the basis that the LL Anderson facility is not an integrated component of the CVP and is not owned by the Federal Government. Our understanding is further reinforced by the statement that the Placer County Water Agency will independently implement this project.

Page ES-10: In figure ES-2, how do we get access to the back-up calculations that were used to derive the \$172.8 million Dam Safety allocation in the section titled "6 STG Element"?

Page ES-10: In figure ES-2, how was the Non-Federal Share for the Temporary Bridge of \$9.6 million determined? Why is there an additional \$28.0 million in non-Federal cost estimated for "Added Features"? What are these additional features, and who will pay these costs?

Page ES-15: In table ES-6, why does the Authorized Folsom Modification Project have no Safety of Dams allocation, while the "6 STG Element" includes \$172.8 million in Safety of Dams costs?

Comment #~~94~~ 95

Porter, Stacy

From: Jim Bayless [baylessjim@mindspring.com]
Sent: Sunday, January 14, 2007 7:46 PM
To: SOliver@mp.usbr.gov
Cc: annalena@water.ca.gov
Subject: Folsom Dam EIR

Shawn –

I have reviewed the EIR and have a few questions. I apologize that the answers may lie in the document, but I could not put my fingers on them.

1. The alternatives include raising the reservoir's containment level by 3.5' to 17'. Would that additional capacity be considered merely as freeboard, or would the facility be operated with the water storage goal of filling the facility to a higher level than the current capability?
2. Would each alternative include relocating or rebuilding all roads, parking lots and facilities above the new high-water line?
3. Would the existing trees on the shoreline be cleared to above the new high-water line?
4. Would all impacted hiking and biking trails also be relocated above the high-water line?
5. Presumably at least alternative 5 would impact some county roads. Would it also impact the Salmon Fall bridge, or any EID water intake facilities?
6. Is there any consideration of alternative strategies that have less impact on Folsom Point park operations?
7. Should official comments be sent to you?

Thanks,

Jim Bayless

Porter, Stacy

From: Smith, Lyndsay A [sac54566@saclink.csus.edu]
Sent: Monday, January 15, 2007 12:02 PM
To: soliver@mp.usbr.gov; Rebecca.a.victorine@usace.army.mil
Subject: Possible closure of Folsom Point

Mr. Shawn Oliver & Mrs. Becky Victorine,

I am a student at Sacramento State and an resident of Folsom. I've just been informed about the plan to potentially close Folsom Point (Dyle 8) for upwards to 5 years because of the project for Folsom Dam Safety and Flood Damage reduction. I understand the need and encourage the project, but would like to strongly and earnestly urge the consideration of a plan that would not include closing Folsom Point. I am an avid wake boarder and use the boat launch at Folsom Point from late March through November. I live just five minutes from Folsom Point and would be greatly inconvenienced to have to drive to another location to drop my boat in. I know many other friends and family members that this would affect as well. If there is any other plan though could be implemented to prevent the closure of Folsom Point for 5 years, it would be greatly appreciated by the entire community.

Thank you for your consideration,
Lyndsay Smith
sac54566@csus.edu
c: 805.794.9396

Comment #~~97~~ 97

Porter, Stacy

From: nicoleden@aol.com
Sent: Monday, January 15, 2007 11:36 AM
To: soliver@mp.usbr.gov; Rebecca.a.victorine@usace.army.mil
Subject: Don't close Folsom Point!

Dear Friends,

The project for Folsom Dam Safety and Flood Damage reduction is very important!

We would however like to request a more supportive approach where recreation is concerned and other solutions are offered.

This project is proposed into 2012 (or longer) Closure of Folsom Point will negatively affect families, boaters and Aquatic Center clients who access the Lake through Folsom.

During the busy season Folsom Lake Launching Ramps will actually close due to lack of space (parking). Browns Marina and Granite Bay are the other options, which will be heavily impacted, with early closures due

to limited space. This community is special because of the opportunities to recreate!

Access to the water is critical! Please consider the other options for debris storage and rock crushing.

KEEP FOLSOM POINT OPEN!!!

Any consideration for future recreation in this community is highly valued.

Please look at the finished product.

IS THERE BIKE TRAILS?? Have the existing trails been replaced?

HAVE THE HORSE TRAILS BEEN REPLACED AND REPAIRED?

HAVE TREES BEEN PLANTED FOR PICNICS (WITH PICNIC TABLES)?

[Check out the new AOL.](#) Most comprehensive set of free safety and security tools, free access to millions of high-quality videos from across the web, free AOL Mail and more.

Porter, Stacy

From: Jim Lehman [jtlehman@comcast.net]
Sent: Monday, January 15, 2007 8:29 AM
To: themayor@folsom.ca.us; ericking@folsom.ca.us; smiklos@folsom.ca.us;
jstarsky@folsom.ca.us; soliver@mp.usbr.gov; corrprincess@ardennet.com
Subject: closure of Folsom Point for dam construction

Mr. Mayor,

We am very distressed at the idea of closing the Folsom Point (Dyke 8) recreation area for seven years as it is used for a site to stage the dam reconstruction. We feel this is removing a vital part of the recreation for the city for an extended length of time. Not to mention the construction vehicles that will be traveling in and out the site for seven years. This will impact the traffic on Natoma (which will just be opening up for traffic across the dam once the new bridge is built), and will negatively effect our neighborhood due to the traffic and noise. We can not believe that there is not a more appropriate place on the opposite side of the dam that cannot be used for this purpose. Our city and neighborhoods have taken such a hit in the past 5 years, can you not give us a break and use an area that will not negatively effect us for the next seven years? Please rethink your possibilities.

Thanks,
Terry and Jim Lehman

Porter, Stacy

From: Austerman, Brian M [ba86@saclink.csus.edu]
Sent: Saturday, January 13, 2007 5:02 PM
To: soliver@mp.usbr.gov
Subject: Folsom Lake Proposal

Dear Shawn,

I'm a very avid boater and live minutes away from Folsom Lake. My freinds and I use the lake most of the year and throughout the winter. I see all the boating issues concerning Folsom Lake and I have some concerns with the new construction proposals.

Unfortunately, I could not attend the latest meeting but I believe that the construction plan for the necessary flood protection improvements needs to include an interim access point to the lake before moving forward with the dam and dyke raising project. The number of lake visiters has been increasing along with the growing population every year and a new or interim access point needs to be able to accomidate the forecasted growth.

I understand that everyone needs to share the burden of the proposed construction efforts, but maintianing access to the lake is crucial to the the public and should be a high priority on this project. I hope that careful consideration of my concerns and those of the public, in general, will be addressed before a plan is approved.

Thank you for taking the time to hear my out and good luck with your project,

Sincerely,
Brian Austerman, a concerned and proud Folsom resident.

Comment # ~~100~~ 100

Porter, Stacy

From: Mark D [wakeboarder1213@gmail.com]
Sent: Saturday, January 13, 2007 2:03 PM
To: soliver@mp.usbr.gov
Subject: Folsom Lake General Plan: Please don't close down the lake.

Dear Sir,

I have recently read about the plans for shoring up and reinforcing the Folsom Lake Dam. It has come to my attention that this process may include the closing down of Folsom Point, Beals Point and parts of Granite Bay. My family and I engage in recreational activities such as wakeboarding and waterskiing on Folsom Lake every summer and have been doing so for many years and I would hate to see part of the Lake closed off. As you may be aware, the lake is already crowded and lines for boat launching are long. Closing down any part of the lake for the several years it would take to complete this project would only add to the crowding on the water and hassle at the marinas and ramps. I realize that work on the dam and recreational areas around the lake may be necessary for the long-term safety and protection of the lake, however I would ask you to consider minimalizing the amount of the lake that needs to be closed. It would be a shame to see such a fine part of Northern California lose its recreational value due to overcrowding and waterway restriction. Thank you for your time.

Sincerely,

Mark Duer

Comment # ~~101~~ 101

Porter, Stacy

From: Tim Steele [timothy-steele@sbcglobal.net]
Sent: Saturday, January 13, 2007 10:30 AM
To: soliver@mp.usbr.gov
Subject: Folsom Point

Please let me know what the rationale is for attempting to close Dyke 8? I have heard that it may be closed for up to 7 years for a new construction project. That seems a bit excessive to me.

If this is true, please let me know any specifics you may have so I can address them to the proper staff. The Closing of Dyke 8 would significantly impact the daily/weekly and annual recreation of many Folsom Citizens.

Respectfully

~Tim Steele

Comment # ~~102~~ 102

Porter, Stacy

From: BETHCARLSE@aol.com
Sent: Saturday, January 13, 2007 10:20 AM
To: soliver@mp.usbr.gov
Subject: Regarding Closing Folsom Point

Dear Mr. Oliver:

I am a resident of Folsom and specifically of the neighborhood next to the entrance to Folsom Point called Briggs Ranch. We use the Folsom Point access no less than once a week during the spring and summer for our boat. My husband runs there every single day with his dog. My husband and I are also business owners in the City of Folsom and have been residents for over 15 years. We feel very strongly that the City will be **HARMED GREATLY** by the closing of Folsom Point. The City has already been harmed greatly by the closing of the Dam Road. I understand that there needs to be a place to stage equipment, etc, but there must be another location that would do less harm. Folsom Lake is the jewel of the City. You've already made it difficult to get to Beal's Point by the closing of the Dam Road and anyone who know's about the lake access, know's the limited space available at Brown's Ravine. **WHAT DO YOU EXPECT THE RESIDENTS TO DO FOR THE NEXT 7 YEARS?** There has got to be another solution.

Beth and Jim Carlsen
107 Jumper Ct.
Folsom, CA 95630

Comment # ~~103~~ 103

Porter, Stacy

From: Lewis Becker [cblostinspace@sbcglobal.net]
Sent: Saturday, January 13, 2007 2:31 AM
To: soliver@mp.usbr.gov
Subject: closing of Folsom Point

Dear Sir,

I am writing to ask for you to not close Folsom Point due its potential use as a staging point. It provides much needed access and we would like to see an alternative with less public impact considered. Thank you.

Cindy Becker
Folsom, CA

Comment # ~~104~~ 104

Porter, Stacy

From: Teri or Jim [tmhjlt@yahoo.com]
Sent: Friday, January 12, 2007 3:05 PM
To: soliver@mp.usbr.gov
Subject: closure of Folsom Point

Mr Oliver,

Just heard of the possible closing of Folsom Point. I realize the work on the dam requires certain inconveniences. My family and I have been in Folsom 18 years and use that access 1 to 4 times per week. Running, mountain biking or just hiking.

This would detract from our community in a major way. It would CHANGE our community. Lets not be just another town. There must be another way.

Thanks for listening.

Jim Thompson
127 Bittercreek Dr
Folsom

The Thompsons
tmhjlt@yahoo.com

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Comment # ~~105~~ 105

Porter, Stacy

From: Michael Hardoin [hardoin@us.ibm.com]
Sent: Friday, January 12, 2007 12:10 PM
To: soliver@mp.usbr.gov
Cc: terihardoin@comcast.net
Subject: Folsom Point Closer - This is not Acceptable
Importance: High

Mr. Oliver,

I am a resident of Folsom, Ca and am writing to you today to request that the Bureau of Reclamation come up with alternatives to closing Folsom Point for up to 7 years during the Folsom Dam maintenance project.

Folsom Point is the only Folsom Lake access point for Folsom residence and closing this facility would be detrimental to Folsom Businesses and would negatively impact our quality of life in Folsom. Closing for up to 7 years would be a nightmare. This is simply not acceptable and there are alternatives that would be a win win for everyone.

There are other options. Build a new access point between Folsom Point and the Dam or at some other part of the lake that does not disrupt existing access points. This is a minor cost relative to the budget for the total project and would allow the Folsom Dam project to proceed without the significantly negative impact closing Folsom Point would have on thousands of people.

Thank you for your consideration.

Regards,

Michael S. Hardoin
West System P Sales Executive
IBM Corporation

"Impossible" only describes the degree of difficulty

hardoin@us.ibm.com
916.641.4035 - office
916.996.7931 - cell

Comment # ~~100~~ 100

Porter, Stacy

From: ankhelyi@comcast.net
Sent: Friday, January 12, 2007 11:52 AM
To: soliver@mp.usbr.gov
Cc: rebecca.a.victorine@usace.army.mil
Subject: Folsom Bridge Construction

Dear Sir,

I am a resident of Folsom and very concerned with the proposal to close access to Folsom Lake in Folsom for seven years, during the construction of the new bridge. I ask that you consider the economic stress this would place on our city. Folsom's tourism and housing markets are tied into the lake. We are a lakefront community. Seven years is an unreasonable time to close this part of our community. There are other alternatives. Please seek another solution.

Respectively,

Angela Ankhelyi

Comment # ~~107~~ 107

Porter, Stacy

From: Susan Zaffree [szaffree@yahoo.com]
Sent: Friday, January 12, 2007 8:59 AM
To: soliver@mp.usbr.gov
Subject: Please keep Folsom Point open

Please keep our access to Folsom Lake open. We utilize Folsom Point more than any other entrance to the lake.

Chris and Susan Zaffree
Folsom, CA

TV dinner still cooling?
[Check out "Tonight's Picks"](#) on Yahoo! TV.

Comment # ~~106~~ 108

Porter, Stacy

From: LFLESCAULT@aol.com
Sent: Friday, January 12, 2007 8:57 AM
To: soliver@mp.usbr.gov
Subject: DO NOT CLOSE FOLSOM POINT!

Please reconsider taking away such a beautiful park setting and recreation area from our city! There must be another "staging" area closer to the damn, behind the blocked off Damn Road area.

As a fifteen year Folsom resident residing in Briggs Ranch, we utilize Folsom Point every day as a place to take walks, relax, and view the magnificent lake.

As a professional in the relocation industry who provides "candidate tours" to area firms, this location was always a highlight of my tour in my quest to help "sell" the best and brightest candidates select a relocation to Folsom. Not many other cities in this state boast a beautiful lake and many professionals from around the country and around the world elected to take a relocation and accept their job offer because of this lake and all that it has to offer.

Please, please reconsider this choice. Do not allow this decision to impact our city for seven years - it would be such a shame.

Sincerely,
Lynda Lescault
Chamness Relocation Services
916-608-8894

Comment #~~100~~ 109

Porter, Stacy

From: Doug Zezoff, CPA [dougz@szcpas.com]
Sent: Friday, January 12, 2007 8:26 AM
To: soliver@mp.usbr.gov
Cc: lynette.zezoff@hp.com
Subject: Don't close Folsom Point

I have lived in Folsom for 20 years and one the highlights is being able to go to Folsom Point. Don't ruin this. You need to find another location to do your work. Please call me to discuss.

Thanks

Doug

Doug Zezoff
Sense Zezoff & Company
Certified Public Accountants
(916) 969-1660
(916) 726-6740 (Fax)
dougz@szcpas.com

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Comment # ~~700~~ 110

Porter, Stacy

From: Jim Cassio [jim4@cassio.com]
Sent: Monday, January 15, 2007 10:06 PM
To: soliver@mp.usbr.gov
Cc: admindept@folsom.ca.us; themayor@folsom.ca.us
Subject: we wish to go on record

Shawn Oliver
Bureau of Reclamation
7794 Folsom Dam Road
Folsom, CA 95630

Dear Mr. Oliver:

On behalf of our family, we wish to go on record as Folsom residents that strongly oppose any plan by the Bureau of Reclamation to close Folsom Point to public recreational use.

We realize that the Bureau views recreational use of its properties as a privilege and not a right. However, many Folsom residents depend on access to Folsom Point. Our moving to Granite Bay, Beal's Point and Brown's Ravine would cause two problems: one, the heavier usage of the other Folsom Lake sites will cause numerous environmental impact problems; and two, the roads through Old Town Folsom and onto Granite Bay and Beal's Point will be impacted from the increased traffic. A third problem would be the spillover effect on other area sites, such as Lake Natoma, from the crowds turned away from Granite Bay, Beal's Point and Brown's Ravine when they reach capacity.

We would suggest that all of these potential problems can be avoided by devising a practical plan in which Folsom Point remains open for public recreational use.

Sincerely,
-Jim Cassio & Deborah Moreno
Folsom Residents

198 Willow Creek Drive
Folsom, CA 95630
(916) 984-9614

Comment # ~~104~~ 111**Porter, Stacy**

From: jme530@netzero.com
Sent: Tuesday, January 16, 2007 9:47 AM
To: soliver@mp.usbr.gov
Cc: todddrybread@yahoo.com
Subject: Closure of Folsom Point

Dear Sir,

It was brought to my attention that you are considering closing Folsom Point to utilize the space for storage. I have serious concerns about this decision. I have been the manager at a local health club since 1995 and many of my members utilize that access to the lake. They train for triathlons, walk their dogs, enjoy time with their children, and gather with friends among other activities. It would sadden me to think that you would be limiting local residents to the lake access. Please reconsider the decision to use Folsom Point as a staging area. There has got to be an alternative place to store the materials need for the repairs. I would appreciate a response to my concern. If I can assist in any way please do not hesitate to ask. I also know of several other individuals who are passionate about saving our gathering place and they would be interested in helping find an alternative as well. Thank you for taking the time to read my email.

Jamie Ellsworth
PEAK Health & Fitness (Formerly Mueller Fitness)
2222 Francisco Drive #290
El Dorado Hills, CA 95762
(916)933-9448

1/17/2007

Comment # ~~112~~ 112

Porter, Stacy

From: darcie eichner [d.eichner@sbcglobal.net]
Sent: Tuesday, January 16, 2007 8:24 PM
To: soliver@mp.usbr.gov
Cc: rebecca.a.victorine@usace.army.mil
Subject: folsom point

This is a concern regarding convenient access to Folsom Lake. Please do not close the lake entrance at Folsom Point.

Sincerely,

Darcie Eichner (a Folsom resident)

Comment #113 113

Porter, Stacy

From: Vicky Cackler [vkytkytovy@comcast.net]
Sent: Wednesday, January 17, 2007 9:55 AM
To: Rebecca.a.victorine@usace.army.mil; soliver@mp.usbr.gov
Subject: FW: Folsom Point closing

Dear Mr. Oiver and Mrs. Victorine,

Attached is the e-mail that I just sent to you regarding the closing of Folsom Point. While messages are making the rounds in our neighborhood encouraging us to voice our displeasure at the closing of Folsom Point, my understanding was that the closure was due to the building of the planned bridge.

After reading another e-mail which I received just shortly after the one I sent you, I see my mistake and that the closure is due to the retrofit of the dam.

However, my comments remain the same as this is yet, as I said below, another slap in the face for the residents of Briggs Ranch. How many ways can The City and the Bureau of Reclamation choose to affect one neighborhood?

My request is that another location for the staging area be chosen. The residents of Briggs Ranch stand to loose property value, have increased traffic pouring through, and the noise levels caused by the construction of the bridge followed by it's use, will be unpleasant to deal with to say the least. To add to that the closure of Folsom Point, is just not right. Not to mention the mess, traffic issues and noise due to the construction of the retrofit.

Thank you for listening, Vicky

----- Forwarded Message: -----

From: vkytkytovy@comcast.net (Vicky Cackler)
To: Rebecca.a.victorine@usace.army.mil,soliver@mp.usbr.gov
Subject: Folsom Point closing
Date: Wed, 17 Jan 2007 17:28:53 +0000
 Dear Mr. Oliver and Ms. Victorine,

My husband and I are Briggs Ranch residents and understand that you plan to close Folsom Point to use as a staging area for the building of the new bridge.

I want to express my concern for several reasons. For the residents of Briggs Ranch (there are over 600 homes in this neighborhood), who have already been hit hard by the closing of the dam road in the first place, and will be dramatically effected by the increase in traffic once the new bridge opens due to building up of the Empire Ranch and El Dorado Hills areas in the years since the dam was closed, this is just another slap in the face.

The building of the bridge stands to cause huge noise levels, increased traffic pouring through and behind our neighborhood, and thus, a decrease in our property values. Closing Folsom Point, which is one of the features that draws people to live in Briggs Ranch, will further cause a decline to the value of our neighborhood specifically.

Comment # ~~1143~~ 1143

My second area of concern is for the residents of Folsom in general. Folsom Point serves as an entrance for many in the area of recreation. People bike, walk and boat from this point, and while yes, there are other areas to begin your day of fun, this is a convenient place for so many and again a reason to have chosen to live in the immediate area.

I think I definitely speak for the residents of Briggs Ranch when I say - **we have had enough**. While building a bridge is necessary due to the increased population - we are already being hurt by it's determined placement when there were other options. It is time to spread some of the pain and find another location to work from.

Sincerely,

Vicky Cackler
108 Strouse Ct.
Folsom, CA 95630

Chan, Allison

From: ckel@comcast.net
Sent: Wednesday, January 17, 2007 7:21 PM
To: soliver@mp.usbr.gov; mfinnegan@mp.usbr.gov
Cc: themayor@folsom.ca.us; usericking@folsom.ca.us; corrprincess@ardennet.com; smiklos@folsom.ca.us; jstarsky@folsom.ca.us
Subject: DONT COSE FOLSOM POINT

Friends,

I strongly object to the closure of Folsom Point ! I do realize work needs to be done to improve and enhance the dykes and dam. For this, I commend your efforts. However, Folsom Point is the only access to Folsom Lake within the City of Folsom and thousands of residents and visitors use this access. I myself use it almost every day. Wether I am walking my dog, running, cycling, kayaking, picnicing, boating, playing with my children, catching a moonrise or sunset, this access is invaluable to Folsom residents and visitors. I strongly oppose the closure of Folsom Point State Recreation Area. Please find other alternatives to this proposal, as closing this gem is unacceptable.

Sincerely,

Casey Keller

Porter, Stacy

From: Chris Storz [chrisstorz@hotmail.com]
Sent: Wednesday, January 17, 2007 6:53 PM
To: soliver@mp.usbr.gov; mfinnegan@mp.usbr.gov
Subject: Folsom Point Closure - UNACCEPTABLE

I strongly object to the proposed closure of Folsom Point State Recreation Area! This proposition is unacceptable to the people of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating, picnicing, and its closure would be an outrage. Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.

Sincerely,

Chris Storz

Valentine's Day -- Shop for gifts that spell L-O-V-E at MSN Shopping
<http://shopping.msn.com/content/shp/?ctId=8323,ptnrid=37,ptnrdata=24095&tcode=wlmtagline>

Porter, Stacy

From: Lesley [mslesds@mac.com]
Sent: Wednesday, January 17, 2007 6:51 PM
To: soliver@mp.usbr.gov; mfinnegan@mp.usbr.gov
Subject: Folsom Point Closure - An OUTRAGE!

I strongly object to the proposed closure of Folsom Point State Recreation Area! This proposition is unacceptable to the people of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating, picnicing, and its closure would be an outrage. Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.

Sincerely,

Lesley Storz

Porter, Stacy

From: dgentry [donnarae@softcom.net]
Sent: Wednesday, January 17, 2007 7:40 PM
To: soliver@mp.usbr.gov; mfinnegan@mp.usbr.gov
Subject: Folsom Point Closure

I strongly object to the proposed closure of Folsom Point Recreation Area! This Proposition is unacceptable to the people of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating, picnicing, and its closure would be an outrage. Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.
Donna Gentry, Creekside Drive, Folsom

Porter, Stacy

From: Joanna Diaz [jojodorian@hotmail.com]
Sent: Wednesday, January 17, 2007 7:52 PM
To: soliver@mp.usbr.gov
Subject: Folsom Point Closure

I strongly object to the proposed closure of Folsom Point State Recreation Area! This proposition is unacceptable to the people of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating, picnicing, and its closure would be an outrage. Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.
Thank you,
Joanna Diaz

Comment # ~~118~~ 119

Porter, Stacy

From: Bob Jones [rmjones@softcom.net]

Sent: Wednesday, January 17, 2007 7:25 PM

To: soliver@mp.usbr.gov

Hello I want you to know I strongly object to the proposed closure of Folsom Point State Recreation Area! This proposition is unacceptable to me, the citizens of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating and picnicing, its closure would be an outrage. My childrens' school take the second graders on a walking field trip their yearly. Some years this is the only outside eductational activity the school could afford.

Folsom Point is the only access to Folsom Lake in the City of Folsom. Why would you want to close the only access.

Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.

Thank-you
Kimberlee Jones

Comment # ~~110~~ 120

Porter, Stacy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Thursday, January 25, 2007 7:28 AM
To: Shawn Oliver
Subject: Fwd: Closure of folsom point

>>> <AirBig@aol.com> 01/24 11:12 PM >>>

To whom it may concern:

Please do not close Folsom Point access to Folsom Lake till 2013!!!

This

will be devastating to the city of Folsom and very unfair to the residents who live there. We use this access every summer and cant imagine the chaos this will create! Please reconsider and find another option!

Thank you
Liz and Andrew Byer
424 Williams St
Folsom, CA 95630
916-608-9209

Comment # ~~118~~ 121

Porter, Stacy

From: Chris Jennings [trg94@comcast.net]
Sent: Thursday, January 25, 2007 7:23 PM
To: Rebecca Victorine; Shawn Oliver
Subject: Folsom Point

I understand that the Bureau of Reclamation proposes to close the Folsom Point recreation area for seven years to retrofit the Folsom Dam. I seemed to have missed the public hearings and the EIR. When were they and where do I get a copy? Surely there's a better, less disruptive, alternative. I visit the park nearly every other day to run. I bought my house, for among other reasons, because it's near Folsom Point. Put me down as being opposed, not only to the proposal, but also to the process by which this idea was hatched. Bad idea. Really bad idea. Thank you.

Chris Jennings
126 Chambersburg Way
Folsom, CA 95630
916-983-9366

PS: Aren't there burrowing owls out there?

Porter, Stacy

From: Mike Brady [mikee.bunch@sbcglobal.net]
Sent: Thursday, January 25, 2007 7:57 PM
To: soliver@mp.usbr.gov
Cc: cschmidt@folsom.ca.us
Subject: Folsom Dam Safety Project - Folsom Point Closing

Closure of park land needs to be very carefully considered, and if there is even a halfway reasonable alternative don't do it. Recreation areas are important, even if they're mainly (as with Folsom Point) boat launch zones. Highway projects are essentially prohibited from using public recreational land, unless a very stringent process of looking at alternatives and mitigating remaining effects is followed - you should do the same.

In other words, find an alternative location for staging areas, and minimize or eliminate use of Folsom Point and other recreation areas you may be affecting. Convenience and cost are not the only considerations that should be used.

Thank you.

Mike Brady
1360 Hartley Way
Folsom, CA 95630

Comment # ~~123~~ 123

Porter, Stacy

From: Kathy Boyd [kabinternet@yahoo.com]
Sent: Thursday, January 25, 2007 6:23 PM
To: soliver@mp.usbr.gov
Subject: Folsom Point Closure

First the government closed the dam bridge, bringing huge traffic problems and a wallop financially to our Old Town. Now the government wants to close Folsom Point for 6-7 yrs! For heaven's sake, I don't believe there are absolutely no sites that will work besides closing our recreation accesses; in fact, according to Sreve Miklos, you won't even consider other sites that don't involve closing Folsom Point.

Perhaps you didn't realize how heavily used these lake accesses are. While I understand the need to upgrade the dam, and appreciate the work you do for all of us, please find a way to do so without closing Folsom Point.

Thank you.

Kathy Boyd
Folsom, CA 95630

Don't get soaked. Take a [quick peak at the forecast](#) with the [Yahoo! Search weather shortcut](#).

Comment # ~~123~~ 124

Porter, Stacy

From: colldeweih [colldeweih@comcast.net]
Sent: Thursday, January 25, 2007 10:09 PM
To: usbr; usbr; us army corp
Subject: folsom point closure

I am writing to you in regards to the proposed closure of Folsom point boat launch/picnic area .We are avid boaters and users of Folsom point boat launch/picnic area and would prefer other alternatives be explored. We as a citizens of Folsom understand the importance of flood protection and support the retrofit project. I am deeply concerned that the proposed closure would negatively impact the City of Folsom ,both financially and in added traffic congestion that this cities infrastructure can not handle.People who would normally use Folsom point would have to find alternative facilities around the lake thereby stressing already overwhelmed launch/picnic areas.Closing this area would cost this area hundreds if not thousands of tourist dollars.This city can not afford to take another financial hit such as the one dealt by the post 9/11 closure of the dam road. 6-7 years is way to long a time to keep this area closed. I urge you to consider the other possible alternatives that have been placed on the table. Thank you for your consideration in this matter,

The Colldeweih
Folsom residents and users of Folsom point for 20+ years

Comment # ~~125~~ 125

Porter, Stacy

From: n d [ndwork2@sbcglobal.net]
Sent: Thursday, January 25, 2007 9:30 PM
To: soliver@mp.usbr.gov
Subject: Folsom Dam Construction Project

Dear: Mr. Oliver

I am writing to express my strong opposition to any plan to use the area known as MIAD (N. of Green Valley Rd, E. of Natoma) for any staging, construction, rock crushing and any like activity regarding the Folsom Lake Dam construction project.

I am a resident of Folsom CA and live in the foothills community of Empire Ranch which is across from Green Valley Rd. and Mormon Island. The noise levels are already extremely high from normal road activity 24 hours a day. As noted in the current Executive Summary, noise levels will increase to unacceptable levels. This valley is shaped like a bowl, so noise would travel without being muted.

Also, the prevailing wind comes out of the north blowing across the current structure. In addition to 'carrying' the noise further distances. A potentially greater issue or threat to this family community is the exposure to asbestos and other construction dust and debris and the health problems these will create now and in the future.

In closing, the option would be unacceptable and would likely lead to considerable resident disruption and legal activity.

Please feel free to call me.

Thank you.

Mr. Neely Downing
1522 Freswick Drive
Folsom Ca 95630
916-739-7525

Comment # ~~108~~ 120

Porter, Stacy

From: ROCKYSFANS@aol.com
Sent: Thursday, January 25, 2007 9:12 PM
To: soliver@mp.usbr.gov
Subject: Do NOT close Folsom Point

Dear Mr. Oliver,

Please do NOT close Folsom Point. I'm sure you could find another alternative for your construction staging area. The merchants of Folsom have already been hurt by the closure of the Dam Road. Now, more merchants near Folsom Point will also be hurt.

Folsom Point is also used by a lot of families who enjoy spending the day swimming and picnicking at the lake. It is very convenient. If you close it, then we would have to go to Beals' Point and boaters would have to go either to the Marina in El Dorado Hills or Granite Bay. This is a big inconvenience especially during the warm months as you would be closing a boat launch which would cause more traffic on the boat ramps at Granite Bay and the Marian.

So not only merchants will be hurt, but the boaters and families who enjoy going to this side of Folsom Lake will also be effected.

Thank you.

David and Patty Soulsby
121 Timson Dr
Folsom, 95630
916-852-4651

Comment # ~~127~~ 127

Porter, Stacy

From: Mike the Poolman [water@mikethepoolman.com]
Sent: Thursday, January 25, 2007 8:32 PM
To: soliver@mp.usbr.gov; Rebecca.A.Victorine@usace.army.mil
Subject: Folsom Point

Folsom has suffered enough due to the Dam Road closure.
Please don't make it worse for our economy, home values and children's traffic safety by closing Folsom Point.
Sincerely,

Mike Stinson
Mike the Poolman
<http://www.MikeThePoolman.com>
C53-731809

Comment #~~128~~ 128

Porter, Stacy

From: MaaBlake@aol.com
Sent: Friday, January 26, 2007 1:14 AM
To: soliver@mp.usbr.gov
Subject: DO NOT CLOSE FOLSOM POINT

Dear Mr. Oliver:

Have you ever been to Folsom Lake on a hot summer weekend--and I'm not talking holidays. The picnic tables are full; the lines at the boat ramps are long. It doesn't make any difference which part of the lake you go to or what time, it's busy.

Close Folsom Point and the State is going to be losing money. It's just going to be too difficult to get to the Lake. Folsom Point is used by numerous families who enjoy spending the day swimming and picnicking at the lake. It is very convenient for us who live on this side of the lake. If you close it, then we have to drive through town to use Beals' Point. Boaters would have to go either to the Marina in El Dorado Hills or once again, through town to Granite Bay. This is a big inconvenience especially during the warm months as you would be closing a boat launch which would cause more traffic on the boat ramps at Granite Bay and the Marina.

Please do NOT close Folsom Point. An alternative for your construction staging area could be the area on the Dam Road which the government has already closed and made traffic in Folsom a nightmare. The merchants of Folsom have already been hurt by this closure.

Marianne P. Blake
130 Price Way
Folsom

Comment # ~~128~~ 129

Chan, Allison

From: Stephen_Paladino@KeyBank.com
Sent: Thursday, January 18, 2007 1:50 PM
To: soliver@mp.usbr.gov; mfinnegan@mp.usbr.gov
Cc: malaea99@comcast.net
Subject: Folsom Point Closure - Folsom, CA

I'm very disappointed that there has been any serious consideration given to the closure of the subject recreational area for dam and/or dike repair. This would have a devastating impact on recreation throughout northern CA, and Folsom commerce and home values. Furthermore, this would be adding insult to injury after Folsom residents and businesses have had to endure the highly detrimental consequences of the Dam Road closure following 911. There simply has to be a better alternative because the closure of Folsom Point for any extended period of time (beyond 30 days) is completely unacceptable for any reason whatsoever.

Steve Paladino
Commercial Relationship Manager and **Folsom Resident**
Key AutoFinance
Office: 916-351-9467
Cellular: 916-747-2913
Fax: 216-357-6114

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Comment #130

Chan, Allison

From: odell5@comcast.net
Sent: Thursday, January 18, 2007 1:02 PM
To: mfinnegan@mp.usbr.gov; soliver@mp.usbr.gov
Cc: rebecca.a.victorine@usace.army.mil
Subject: Folsom Point Closure - URGENT

To Whom It May Concern:

We strongly object to the proposed closure of Folsom Point State Recreation Area! This proposition is unacceptable to the citizens of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating and picnicing, its closure would be an outrage. Folsom Point is the only access to Folsom Lake in the City of Folsom.

Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.

On a more personal note, we, like many families chose to relocate to Folsom primarily because of the proximity and accesability to Folsom Lake. 8 years ago when my husband was transfered to the bay area, we knew we didn't want to raise our family there. We had the choice to live anywhere within 2 hours of the Oakland airport, and we **CHOSE FOLSOM BECAUSE OF THE LAKE!** Only after that did we realize that Folsom had other great aspects such as our schools, etc. However, had it not been for the lake there are other great communities with these other factors. Also, our home is located in the development directly across the street, once considered one of the most desireable in Folsom. The closure and activity planned for this area is going to effect our property values tremendously.

We haven't even brought up the impact will it will have on the next closest access to the lake at Browns Ravine....you'll be hearing from El Dorado Hills next.

This decision will affect the lives of many families like mine, who not only enjoy this lake throughout the year, but want to continue using summers on the lake to strengthen our families and creating memories for our children.

PLEASE CONSIDER ALTERNATIVE SOLUTIONS!

Thank you,
Gary & Lia Odell
176 Singer Lane
Folsom, CA 95630

2/12/2007

Comment # ~~100~~ 131

Chan, Allison

From: ninapucci@comcast.net
Sent: Thursday, January 18, 2007 11:33 AM
To: soliver@mp.usbr.gov
Subject: Folsom Point closer

To Whom it may concern,

I deeply oppose the Folsom Point Boat Launch being closed to build the bridge. I live right across from Folsom Point and the workers will basically be in my backyard. I do not want to hear the noisy trucks and have people looking into my backyard. Why can't you use the Folsom Dam Road exit where there are no residents besides the prisoners. I think the prisoners deserve to listen to the noise instead of me.

Thank you,
Nina Pucci

Comment #~~102~~ 132

Chan, Allison

From: Reinard, Kevin [Kevin_Reinard@intuit.com]
Sent: Thursday, January 18, 2007 10:41 AM
To: mfinnegan@mp.usbr.gov; soliver@mp.usbr.gov; rebecca.a.victorine@usace.army.mil
Subject: Folsom Point closure

We want to register our serious opposition to the proposed closure of Folsom Point. As residents of Folsom, we use Folsom Point for boating, biking, and picnicing, so closing this lake access point will have a negative effect on our and every other Folsom resident's quality of life. One of the main reasons we moved to Folsom (in particular the Briggs Ranch neighborhood) was for access to this excellent resource, one that we use quite often. Closing Folsom Point would also have a negative effect on our housing values, as the area would lose much of its appeal to people looking to relocate to Folsom based on the access to the state park through Folsom Point.

Thank you,

Kevin, Suzanne, Katie, and Amanda Reinard
105 Burrill Dr.
Folsom, CA

Comment # ~~132~~ 133

Chan, Allison

From: julie carlson [julie.carlson@comcast.net]
Sent: Thursday, January 18, 2007 9:47 AM
To: soliver@mp.usbr.gov; mfinnegan@mp.usbr.gov; rebecca.a.victorine@usace.army.mil
Subject: Possible closure of Folsom Point

It has been brought to our attention that Folsom Point State Recreation Area may be closed for seven years during the dam repairs. There are many reasons we are concerned about losing this access to the lake.

We moved to Briggs Ranch because it was a quiet and safe neighborhood, and because we wanted to be near "The Lake". East Natoma Street used to be a fairly quiet street. Ever since the dam closed, the noise level has increased immensely because traffic has increased, not to mention pollution. The noise and traffic will be even worse with all of the construction trucks coming and going from the site.

The businesses on the corner of East Natoma and Blue Ravine rely heavily on the boaters and lake visitors to purchase gas and food for their days on the lake. Some of these businesses are already hurting because of the vacancy left with the departure of Ralph's. Closing this entrance will definitely have a negative impact on these businesses.

Folsom Point is used by thousands of Folsom residents throughout the year for picnics, walking, biking, running and boating. The entrance on East Natoma Street is the only access to Folsom Lake in the city of Folsom.

In addition to local and out of town boaters, Granite Bay and Roseville residents use the Beale's Point entrance which is already busy and fills up on regular basis. Brown's Ravine is also busy and used regularly by local and out of town boaters, as well as El Dorado Hills residents. If access to the lake is difficult, people will just choose to go elsewhere... Lake Tahoe, Lake Berryessa, Don Pedro, Lake Camanche, The Delta, etc.

We understand that there are other alternatives for equipment storage, so we are asking that you seriously consider the other options or come up with an alternative solution. Closing Folsom Point will seriously hurt our city.

Allen and Julie Carlson
Folsom Residents (Briggs Ranch)

Comment # ~~109~~ 134**Chan, Allison**

From: Julie Calderwood [jpedcal@comcast.net]
Sent: Thursday, January 18, 2007 9:24 AM
To: soliver@mp.usbr.gov; mfinnegan@mp.usbr.gov
Cc: TheMayor@folsom.ca.us; admindept@folsom.ca.gov
Subject: Folsom Point Closure

Dear Army Corp. Engineers,

I was stunned to read that the Army Corp. of Engineers is considering closing Folsom Point for up to 7 years. Surely the Army Corp. can come up with an alternative that does not have such a devastating impact on the surrounding community. As you know, Folsom Point is the only access to Folsom Lake in the City of Folsom and is used extensively by community members as well as tens of thousands of people who come from outside our community and benefit area businesses.

The closure would be very upsetting to my family. We purchased a home a year and a half ago, which is 4 blocks from the entrance to Folsom Point, in order to take advantage of the recreational opportunities there. My children are in 3rd and 5th grade. The extended closure would mean that we would not have this very important part of our local experience until they were nearly out of high school. I walk at Folsom Point almost daily, and enjoy boating, swimming and picnicking there in the summer. It is an area of great beauty, fun and joy. After 7 years as a construction site, surely much of this would be lost. Certainly all of it would be lost to us for the duration of the project. This is an unacceptable loss to us as a family, and to our community.

I have not studied the proposals being considered by the Corp. yet, but certainly there must be a better alternative, in terms of the fiscal and quality of life impact on the City of Folsom, for the staging area for the Dam project. Substantial areas of undeveloped land lies near the dam. Surely the Army Corp. can utilize land that will not impact the entire community so dreadfully.

I want the Corp of Engineers to utilize an alternative to closing Folsom Point that meets the needs of your project while retaining this most important asset for the citizens of Folsom and the many thousands who come here to enjoy it.

Sincerely,

Julie Calderwood
100 Denure Ct.
Folsom, CA

Comment #~~103~~ 135

Chan, Allison

From: bobolover@comcast.net
Sent: Thursday, January 18, 2007 9:05 AM
To: soliver@mp.usbr.gov
Subject: Folsom Point Closure

The closing of Folsom Point is completely unacceptable. No, No, and No. There is no reason to close this recreation area to accommodate the dam retrofit project. This would ruin property values and devastate people's lives.

People move here specifically for the value of having access to Folsom Lake recreation.

Hiding this information within a 500 page document is reprehensible. This was handled in an extremely sleazy manner with regards to letting the citizens of Folsom know exactly what was being planned. Again, NO, NO and NO to closing Folsom Point.

It is imperative that you to come up with other options that do not make such a negative impact on the citizens of this area.

Kenneth Doherty

Comment # ~~136~~ 136

Chan, Allison

From: Jeff & Maria Sickenger [jmsickenger@comcast.net]
Sent: Thursday, January 18, 2007 8:38 AM
To: soliver@mp.usbr.gov; mfinnegan@mp.usbr.gov
Subject: Folsom Point Closure

To whom it may concern:

I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation such as walking, biking, running, boating and picnicking. The closure would be an outrage and detrimentally impact the quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well.

Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.

Maria & Jeff Sickenger
744 Sturbridge Dr
Folsom, CA 95630

Comment # ~~137~~ 137

Chan, Allison

From: Frances Leon [frances_leon@yahoo.com]
Sent: Thursday, January 18, 2007 8:16 AM
To: soliver@mp.usbr.gov; mfinnegan@mp.usbr.gov
Subject: Folsom Point

Hello,

I live in the Briggs Ranch area and I strongly object to the proposed closure of Folsom Point State Recreation Area! This proposition is unacceptable to the citizens of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating and picnicing, its closure would be an outrage. Folsom Point is the only access to Folsom Lake in the City of Folsom. Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.

Frances Leon

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Comment #~~138~~ 138

Chan, Allison

From: Sobotta, Cindy [cindy.sobotta@intel.com]
Sent: Thursday, January 18, 2007 8:05 AM
To: soliver@mp.usbr.gov; mfinnegan@mp.usbr.gov
Subject: Please do not close Folsom Point

To whom it may concern;

I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well.

Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.

Cindy Sobotta
Strategic Programs & Planning
CSE Business Operations
Core Services Engineering (CSE)
email: cindy.sobotta@intel.com
Phone (916) 356-9642

Comment # ~~109~~ 139

Chan, Allison

From: Tracy Nordheim [tracyinfo@earthlink.net]
Sent: Thursday, January 18, 2007 5:13 AM
To: soliver@mp.usbr.gov; mfinnegan@mp.usbr.gov
Subject: RE: Proposed Closure of Folsom Point

To whom it may concern;

I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well.

Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.

Tracy Nordheim
103 Brum Court
Folsom, CA 95630
--- tracyinfo@earthlink.net

Comment # ~~139~~ 140**Porter, Stacy**

From: ltomiak@comcast.net
Sent: Friday, January 19, 2007 6:41 PM
To: soliver@mp.usbr.gov
Subject: Closure of Folsom Point Dam Retrofit EISR

Mr Oliver,

I writing you to voice my opposition to planned closure of Folsom Point. This proposal will impact this community in such a severe way that it may never recover, destroying the lives and financial stability of residents still struggling to recover from the closure of the dam road. Your planned proposal will not only effect the quality of life but the health and safety of residents and wildlife.

According to the Bureau's Findings:

Destruction of wetlands or possible permanent loss of wetlands

The loss of wetlands will effect many species of birds, mammals, protected amphibians, fish, and endangered insects. Our need for more water is going to impact the wildlife of the lake possibly forever.

Damage to Water Quality:

Folsom lake is known for its beautiful clear water. Families flock to enjoy it. The increased turbidity and siltation will make this impossible.

Air Quality

This is my greatest concern. I live in Brigg's Ranch, the neighborhood directly across the street from Folsom Point. I have two daughters that have asthma. Your own study says that NOx and Particulate PM10 emissions will exceed deminiis thresholds. How is this going to effect their already challenged lungs? How are they going to hang out in their own backyard when you poison the air? What are the long term effects of breathing these chemicals. Another issue to air quality is the naturally occurring asbestos in the soil, it is not an issue until you start moving it around. The soil relocation and blasting will put these carcinogenic chemical into the air to poison Folsom Families.

Significant Impact to Roadways:

Getting around Folsom has been challenging to say the least since the Dam Road closure. Natoma Street is already severely overcrowded, the addition of construction traffic will make it impossible to navigate the city and dangerous for residents. Emergency vehicles may have difficulty responding to emergencies due to traffic congestion. The increase of traffic will also damage our roadways.

Permanent Loss Of Lake Views:

Many of us in Folsom bought our homes because of Folsom Lake and the beautiful views. This proposed closure is going to adversely effect the property values of our homes. This will have a huge impact on the financial stability of this community. The loss of lake views is going to eliminate the very reason we moved to this community.

Increased Noise Levels:

According to your study Noise levels will surpass levels at the three receptor sights. Day and nighttime noise will be an issue. Daytime blasting will cause loss of quality of life and possible damage to our homes. The solution of scheduling truck traffic during daytime hours will only further impact our

Comment # ~~140~~ 140

roads. How are residents supposed to deal with the increase noise levels. You are destroying our quality of life.

Change in Folsom Point State Park:

What will be left of Folsom Point after your proposed project? With increased water levels how much of our park will remain?

Loss Of Recreation:

I personally use Folsom Point on an almost daily basis. I enjoy morning walks around the lake for exercise, my dog enjoys walking and swimming in the lake, my family picnics and celebrates special events in the picnic area, boating and fishing are also family favorites. The lake and easy access is why we bought our home where we did. If you close Folsom Point the other local boat launches will be overwhelmed and unable to handle the added traffic.

Public Works:

Folsom recently went through the headache of putting in the Natoma pipeline. This was a necessary inconvenience for residents. Your proposal includes the possible damaging or relocation of this pipeline. What impact will this lead to on our community. It also mentions the creation of solid waste. This is a beautiful state park you are callously using as cement factory and staging area. This delicate environment and the many animals that call it home could be permanently destroyed and that is just too high a price for more water.

One issue you did not address was our resident Eagle (aka lovingly known as Folsom) Although the Bald Eagle may no longer be on the endangered species list, it is still protected by the "Bald and Golden Eagle Protection Act" It is my understanding one of the afforded protections is not to disturb the nesting area or flight pattern. Is your proposal in violation of this Act?

Folsom is a wonderful family oriented community, the proposed closure of Folsom Point will destroy our quality of life. Please develop an alternative plan that will not create such adversity.

Sincerely,
Lisa Tomiak
144 Singer Lane
Folsom, CA 95630

(916) 671-9808

Comment # ~~109~~ 141

Chan, Allison

From: Van Saun [mkvansaun@comcast.net]
Sent: Wednesday, January 17, 2007 10:32 PM
To: soliver@mp.usbr.gov
Subject: Concerned Residents

To: Shawn Oliver
From: Mark and Kathy Van Saun

We are contacting you in regards to the proposed closing of the Folsom Point Recreation Area or Dike 8. We are very concerned about this matter and ask that you would not only reconsider this proposal but give us more information. We have been Folsom residents and Briggs Ranch homeowners for over 11 years and we can not imagine what such a closure would do to our community and our neighborhood.

Like many of our neighbors, we moved here primarily because of the lake access. Our family loves to take walks, run and mountain bike at the lake. We are extremely concerned about the devastating effect such a closure would have on the near by businesses as well as our home values. We personally know of a family that was considering several homes in the area to purchase and said yesterday that they will not buy here due to this issue.

Why haven't other access points been chosen to help with this matter without closing down an entire recreational area? Folsom Point is Folsom's only access where as Granite Bay has two access areas.

We have dealt with the burden of the Dam Road closure and saw the effects of that decision on businesses, commutes and community access. We cannot stomach another blow to our community.

We ask you to please reconsider this decision and find an acceptable solution.

Sincerely,
Mark and Kathy Van Saun
Briggs Ranch Residents, Folsom

Comment # ~~141~~ 142

Chan, Allison

From: Jennifer Thompson [thompson.morley@sbcglobal.net]
Sent: Thursday, January 18, 2007 11:01 AM
To: soliver@mp.usbr.gov
Subject: Fw: Folsom Point Closure

It has come to my attention that the Army Corp of Engineers is considering closure of Folsom Point. It is my hope that this will not come to fruition as the closure of Folsom Point will negatively impact the City of Folsom by significantly decreasing the resources the community has to offer its residents and tourists.

As you are aware, the result of the closure of the Folsom Dam and resulting redirection of traffic has been significant to the community in the loss of revenue and closure for businesses; and the traffic congestion on streets not designed for the volume of vehicles currently utilizing them on a daily basis.

In the event of the closure of Folsom Point, the lake visitors will be diverted to lake access elsewhere, directing the potential revenue away from Folsom to El Dorado Hills and Granite Bay. Neighborhoods close to Folsom Point will no longer have quick access to Folsom Lake for the many recreational purposes aside from boating and this certainly may decrease the associated property values.

Folsom residents are proud of Folsom Lake and it would be terribly ironic if the only community near Folsom Lake without access would be Folsom itself. Please consider options that would allow Folsom Point to remain available to our residents and tourists so that we may enjoy it and continue to benefit from the revenue it brings to our community.

Thank you for your consideration.

Jennifer Thompson
137 Bittercreek Drive
Folsom, CA 95630

Comment # ~~143~~ 143

Porter, Stacy

From: Sue Seivert [sulu21@yahoo.com]
Sent: Thursday, January 18, 2007 6:56 PM
To: soliver@mp.usbr.gov; mfinnegan@mp.usbr.gov
Subject: Folsom Point

Comment # ~~144~~ 143

It is unthinkable that closing Folsom Point is to accommodate the Army Corps of Engineers' storage needs. Residents of Folsom have been using Folsom Point and its trails for years and provides the community a place to share in nature's beauty. This is an established area for the people. Please use alternative places that are available but not Folsom Point. Thank you.

Assunta L. Seivert, 1701 Creekside Dr., Folsom, CA 95630 Sulu21@yahoo.com

Comment #~~103~~

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Comment # ~~144~~ 144

Porter, Stacy

From: John and Cheryl Mandsager [johnmandsager@comcast.net]
Sent: Thursday, January 18, 2007 8:12 PM
To: mfinnegan@mp.usbr.gov; soliver@mp.usbr.gov; rebecca.a.victorine@usace.army.mil
Subject: Don't Close Folsom Point!

Importance: High

We understand the Bureau of Reclamation is proposing to close Folsom Point/Dyke 8 to all visitors for a duration of up to 7 years effective Fall 2007 while the Folsom Dam is retrofitted. While we support the dam project, we understand there are many other alternatives that have yet to be explored. These alternatives would allow Folsom Point to remain open to the public.

Since we enjoy visiting Folsom Point many, many times a year, this closure would have a negative impact on our family. We imagine the impact on most, if not all, of the families in our neighborhood would be the same. We urge the Bureau of Reclamation to pursue the Dam project in a manner that will allow Folsom Point to remain open to the public.

Thank you.

John and Cheryl Mandsager
110 Woodard Lane
Folsom CA 95630

Comment #~~100~~ 145

Porter, Stacy

From: maria [malaea99@comcast.net]
Sent: Thursday, January 18, 2007 4:51 PM
To: themayor@folsom.ca.us; ericking@folsom.ca.us; corrprincess@ardennet.com;
smiklos@folsom.ca.us; jstarsky@folsom.ca.us; soliver@mp.usbr.gov; mfinnegan@mp.usbr.gov
Subject: Folsom Point Closure

To Whom It May Concern:

I am very frustrated and disappointed to hear about the closure of Folsom Point and strongly object to it. I am shocked that this has even been considered. As a Folsom resident and homeowner in the immediately affected area, I am outraged that I am to be put through yet another devastating inconvenience. After the damn road closure and the detrimental affects on not only Folsom, but to my particular neighborhood (Briggs Ranch), this closure is absolutely unacceptable.

The entire Folsom community will be losing out on our use of this beautiful facility for boating and picnicing (among other things). Our access to the lake via Folsom Point/Dyke 8 is a vital part of living in this area. As a resident of the immediate area, we will have to endure more traffic congestion, as well as this detrimentally affecting our local environment and our property values.

There has to be a better/alternate solution to this extremely long closure.

Thank you for your consideration!

Maria Paladino

--

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Comment # ~~100~~ 140

Porter, Stacy

From: Philip Lee [pel911@sbcglobal.net]
Sent: Thursday, January 18, 2007 10:40 PM
To: Shawn Oliver
Subject: Folsom Dam Raise

Hi Shawn,

I was given your name as a contact for the raising of Folsom Dam. Are you the program manager for this project? If not, please direct me to the lead person on this project.

I wish to comment on the potential 7 yr. closure of Folsom Point SP.

thanks,

Phil

Comment # ~~147~~ 147

Porter, Stacy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Thursday, January 18, 2007 4:29 PM
To: Shawn Oliver
Subject: Fwd: Folsom Point Closure

>>> "The Hamiltons" <thehammys@comcast.net> 01/18 3:50 PM >>>
To whom it May Concern,

I strongly object to the closing of Folsom Point. My family and I use this area on a weekly basis (boating, picnicking, walking etc) and would be devastated by this closure. There are many families in my neighborhood that also use this area on a regular basis and I know that losing this option to experience some peace and tranquility right in our own community would be a great loss to many.

I urge you to please reconsider this proposal.

Thank you,

Jennifer Hamilton
110 Rebecca Way
Folsom

Comment # ~~147~~ 148

Porter, Stacy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Thursday, January 18, 2007 4:31 PM
To: Shawn Oliver
Subject: Fwd: Folsom Point State Rec

>>> "Michelle Thompson" <jjmmthompson@sbcglobal.net> 01/18 4:21 PM >>>
To whom it may concern;

I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well.

Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.

Michelle Thompson
El Dorado Hills, Ca
933-7996

Comment # ~~148~~ 149**Porter, Stacy**

From: David Lancisi - Applimotion [dave@applimotion.com]
Sent: Thursday, January 18, 2007 4:15 PM
To: mfinnegan@mp.usbr.gov; soliver@mp.usbr.gov; rebecca.a.victorine@usace.army.mil
Subject: Folsom Launch Point Closure
Importance: High

Dear Bureau of Reclamation and US Army Corp of Engineers

I am writing this email to you to register our strong objection to the closure of the Folsom Launch Point as proposed for the purposes of Folsom Dam improvements. This is a HUGE recreation area for our town and one of the main reasons why people buy homes and live here. It absolutely was for our family. The closure of this facility will make it virtually impossible for Folsom residents to use this very highly regarded resource called Folsom Lake. It will force the residents to use other already over-crowded launch points such as Browns Ravine and Granite Bay. I can assure you that this will create major problems for these other areas as well.

As our town has grown, the use of the Launch Point as well. As a matter of fact, you would be hard-pressed to find a weekend day that it wasn't completely filled. We reside in the Briggs Ranch area and use this resource extensively.

In addition to the chaos you would create at the other launch ramps, this would also have other major negative impacts, such as property value implications, increased traffic of trailered watercraft through the already overwhelmed downtown streets of Folsom as people try to make their way to Granite Bay. Browns Ravine is already so small, it will hardly be an alternative launch point. The largest impact will be the movement of construction vehicles through the area. This will create major issues with noise, pollution, congestion and access to city street for the residents in that area and those travelling through Folsom, which as we already know, is a very large amount (see ATD numbers from your previous traffic studies)

One solution would be to use the lookout point farther up the dam road for these purposes. This would allow Launch Point to remain open and keep the construction activities away from the local resident. In the past, this was used for that purpose.

In any case, we strongly object to the closure of this recreational area for many reasons and are sure you can find an alternate solution to fit the construction needs.

Sincerely,

David Lancisi
COO
Applimotion, Inc
916 652 3118 X202 Tel
916 652 3171 Fax

2/13/2007

Comment # ~~100~~ 150**Porter, Stacy**

From: mcderbymadness@comcast.net
Sent: Thursday, January 18, 2007 10:57 AM
To: mfinnegan@mp.usbr.gov; soliver@mp.usrb.gov
Cc: rebecca.a.victorine@usace.army.mil
Subject: Folsom Point

To whom it may concern,

I am a resident of Folsom and have been for nearly 14 years. Six years ago my husband and I built a home right across the street from Folsom Point. This is where we planned on staying until our children are done with school. My youngest is 8 years old. When you talk about closing the Point for 7 years you are talking my children's childhood.

We use the lake on a weekly basis. We walk there, take the dog, swim, boat, picnic and bike. You are talking about changing a part of our lifestyle. This may be temporary for you, but it is not for us. This will permanently change our life.

On others levels, this will decrease our property value and cause much undue traffic and congestion. It will create a mess on the streets with trucks coming and going. You will be destroying the shore line with the trucks traveling back and forth. Our school walks there for field trips to see the wildlife and learn about nature. You say you will be done in 7 years but for the lake to return to what it is now will take years past the damage you will be creating.

The businesses that depend on that summer tourism will be destroyed. All of my neighbors who have speed boats say they will sell them if you close the Point. The impact upon the other launches will discourage those from boating on the lake.

I hope you really understand the impact you will have on the community if completely close the point. These are our homes and ways of life that you will be effecting. Please make sure you have pursued **all** of your options and make the decision that is best for EVERYONE.

Thank you for your time,
Ann Lindner

Comment # ~~104~~ / 51**Porter, Stacy**

From: Heather Sibilla [hsibilla@folsom.ca.us]
Sent: Friday, January 19, 2007 1:58 PM
To: soliver@mp.usbr.gov
Subject: FW: Folsom Point Closure

From: ltomiak@comcast.net [mailto:ltomiak@comcast.net]
Sent: Thursday, January 18, 2007 8:35 PM
To: lungren.info@mail.gov; The Mayor; corrprincess@ardennet.com; admin dept; eking@erik.org
Subject: Folsom Point Closure

January 18, 2007

To all of our honorable representatives:

RE: "PROPOSED" CLOSURE OF FOLSOM POINT STATE PARK (A.K.A. DYKE 8)
by BUREAU OF RECLAMATION AND U. S. ARMY CORPS OF ENGINEERS.

Please be advised that we, citizens of Folsom, CA, have been put on notice that a proposed closure of our park is scheduled for the fall of 2007. This proposal comes from the Bureau of Reclamation and the U. S. Army Corps of Engineers. It is our understanding that our beautiful park and recreation area will be used as a construction staging area for different work projects on the dam and Mormon Island Spillway by the Bureau and Army Corps of Engineers.

It is our belief that this closure will have deep and dramatic effects on families, businesses, tourism and the environment. The consequences are far reaching. This is a family community. We bring our children to the lake to walk, bike, swim, picnic, fish, boat and just enjoy nature. This scenario is repeated over and over again. Folsom Point is one of the reasons people buy homes in this area. This park is one of the jewels of Folsom. Bird Watchers frequent the park. I might point out that even though the Bald Eagle is no longer on the endangered species list, it is still protected by the "Bald and Gold Eagle Protection Act". It is my understanding that one of the afforded protections is not to disturb the nesting area or flight pattern area. This needs more investigation. We have not been given adequate time to investigate the impact that this proposal will have on our environment. We have other migratory birds that now nest there as well. The environmental impact on our air quality could be dangerous for residents. This is a pathway for many other animals as well. Rattlesnakes also reside at Folsom Point.

The businesses in Folsom will definitely realize a financial impact. Our business owners look forward to the summer months when tourists and other lake traffic provide much

Comment #151

needed revenue. Our businesses suffered with the closure of the Dam Road and now this may be the proverbial “straw” for financial loss. Business owners have expressed a great concern.

We do not oppose positive improvements on the dam. We request a staging area that will not hurt so many families, businesses, wildlife, and real estate values. In all truth we have not been given adequate time in which to address these issues. Our first notice was on January 9th, 2007. We were advised that 3,000 flyers were sent out. This is a city with a population of 63,000. The deadline given to us to discuss the closure is January 22, 2007. That was essentially “no notice.” We need counsel as to our rights and the right of the wildlife who cannot speak for themselves.

We ask all of you, as our voice and representatives, to please aid us in this endeavor.

Respectfully,

Concerned Citizens and Residents of Folsom, California

Comment # ~~151~~ 152

Porter, Stacy

From: Heather Sibilla [hsibilla@folsom.ca.us]
Sent: Friday, January 19, 2007 2:00 PM
To: soliver@mp.usbr.gov
Subject: FW: Folsom point

From: mcderbymadness@comcast.net [mailto:mcderbymadness@comcast.net]
Sent: Thursday, January 18, 2007 4:01 PM
To: The Mayor
Subject: folsom point

Dear Mayor Morin,

I know that you have recieved several e-mails about the closing of Folsom Point but I wanted to inform you about the rally that will be taking place on Saturday at 12pm in the church parking lot as you enter Folsom Point.

As mayor of the city, we, as a community, are expecting your support on this matter. Whether we can appeal to the Bureau of Reclamation and the Corp of Engineers, we still need to know that you and your council stand behind your community.

We hope to see you all there!

Thank you ,
Ann Lindner

Comment # ~~151~~ 153

Porter, Stacy

From: Heather Sibilla [hsibilla@folsom.ca.us]
Sent: Friday, January 19, 2007 2:02 PM
To: soliver@mp.usbr.gov
Subject: FW: Folsom Point closure

From: Lynn Derrick [mailto:lderrick5@comcast.net]
Sent: Tuesday, January 16, 2007 8:55 PM
To: Jeff Starsky
Subject: Folsom Point closure

Mr. Starsky,

As a homeowner of Folsom, and specifically, Briggs Ranch, I wanted to write to you. I understand the City Council will be deciding whether or not to close Folsom Point for the next 7 years while the new bridge is constructed. I wanted to let you know I am very opposed to this idea. One of the reasons we live in the Briggs Ranch area is because it is so close to Folsom Lake and the quick and easy access to the boat launch at Folsom Point.

I am also very concerned about all the construction trucks that will be disturbing this residential area. I am also concerned what this closure and construction will do to property values in the Briggs Ranch area. This closure can only hurt our lake and boating experience as well as tourism to Folsom Lake.

Please vote on the side of your fellow residents and the welfare of your community. Voters have good memories about these issues when election day rolls around again!

Thank you.

Sincerely,
Lynn Derrick
207 Briggs Ranch Dr.
Folsom, CA

Porter, Stacy

From: Heather Sibilla [hsibilla@folsom.ca.us]
Sent: Friday, January 19, 2007 2:02 PM
To: soliver@mp.usbr.gov
Subject: FW: closure of Folsom Point for dam construction

-----Original Message-----

From: Jim Lehman [mailto:jdlehman@comcast.net]
Sent: Monday, January 15, 2007 8:29 AM
To: The Mayor; ericking@folsom.ca.us; Steve Miklos; Jeff Starsky; soliver@mp.usbr.gov; corrprincess@ardennet.com
Subject: closure of Folsom Point for dam construction

Mr. Mayor,

We am very distressed at the idea of closing the Folsom Point (Dyke 8) recreation area for seven years as it is used for a site to stage the dam reconstruction. We feel this is removing a vital part of the recreation for the city for an extended length of time. Not to mention the construction vehicles that will be traveling in and out the site for seven years.

This

will impact the traffic on Natoma (which will just be opening up for traffic across the dam once the new bridge is built), and will negatively effect our neighborhood due to the traffic and noise. We can not believe that there is not a more appropriate place on the opposite side of the dam that cannot be used for this purpose. Our city and neighborhoods have taken such a hit in the past 5 years, can you not give us a break and use an area that will not negatively effect us for the next seven years? Please rethink your possibilities.

Thanks,

Terry and Jim Lehman

Comment #~~106~~ 155

Porter, Stacy

From: Heather Sibilla [hsibilla@folsom.ca.us]
Sent: Friday, January 19, 2007 2:03 PM
To: soliver@mp.usbr.gov
Subject: FW: Closure of Folsom Point for Folsom Dam Safety Project

From: gregfales@comcast.net [mailto:gregfales@comcast.net]
Sent: Thursday, January 11, 2007 5:23 PM
To: soliver@mp.usbr.gov
Cc: The Mayor
Subject: Closure of Folsom Point for Folsom Dam Safety Project

Dear Sir

I am writing to let you know my great concern and disapproval of shutting down Folsom Point for any length of time. My family and I moved to Folsom over ten years ago and we use all of the parks located at the lake on a regular basis. Having access to Folsom Point or any other Park at Folsom Lake is a big reason that we moved to Folsom and it's part of the quality of life that we paid for when buying our home. Giving up access for even one summer is not acceptable, let alone for seven years.

Please keep the parks open.

916-849-3200

--

Greg Fales.

Comment # ~~16~~ 154

Porter, Stacy

From: Heather Sibilla [hsibilla@folsom.ca.us]
Sent: Friday, January 19, 2007 2:03 PM
To: soliver@mp.usbr.gov
Subject: FW: Folsom Point Closure

From: Doug Pepper [mailto:doug.pepper@comcast.net]
Sent: Monday, January 08, 2007 10:00 PM
To: The Mayor
Subject: Folsom Point Clousre

Andy,

I just read on www.myfolsom.com that the Bureau of Reclamation is considering planning on closing Folsom Point for 7 years as part of the flood protections changes planned for Folsom Lake. There apparently has been no public notice of this (at least that I saw) and yet I read there is a public hearing on Wednesday night. Does the city have a position on this? Folsom Point is the only lake access point (day use and ramp) in the Sac County portion of the lake. It appears that once again the Bureau is doing whatever it wants without concerns for Folsom. Will the City Council be responding to this with a position? I won't go into all my concerns at this point, hoping that the city officials share the same concern. I'm hoping that the city will back many of us who will be showing up at the meeting on Wednesday night.

Thanks,
Doug Pepper

Comment #157

Porter, Stacy

From: Heather Sibilla [hsibilla@folsom.ca.us]
Sent: Friday, January 19, 2007 2:02 PM
To: soliver@mp.usbr.gov
Subject: FW: Folsom Point

From: vkytkytovy@comcast.net [mailto:vkytkytovy@comcast.net]
Sent: Wednesday, January 17, 2007 9:57 AM
To: The Mayor; ericking@folsom.ca.us; corrprincess@folsom.ca.us; Steve Miklos; Jeff Starsky
Subject: FW: Folsom Point

Dear Mr. Morin, Ms. Howell, Mr. King, Mr. Miklos and Mr. Starsky,

Attached is the e-mail that I just sent to you regarding the closing of Folsom Point. While messages are making the rounds in our neighborhood encouraging us to voice our displeasure at the closing of Folsom Point, my understanding was that the closure was due to the building of the planned bridge.

After reading another e-mail which I received just shortly after the one I sent you, I see my mistake and that the closure is due to the retrofit of the dam.

However, my comments remain the same as this is yet, as I said below, another slap in the face for the residents of Briggs Ranch. How many ways can The City and the Bureau of Reclamation choose to affect one neighborhood?

My request is that another location for the staging area be chosen. The residents of Briggs Ranch stand to loose property value, have increased traffic pouring through, and the noise levels caused by the construction of the bridge followed by it's use, will be unpleasant to deal with to say the least. To add to that the closure of Folsom Point, is just not right. Not to mention the mess, traffic issues and noise due to the construction of the retrofit.

Thank you for listening, Vicky

----- Forwarded Message: -----

From: vkytkytovy@comcast.net (Vicky Cackler)
To: themayor@folsom.ca.us, ericking@folsom.ca.us, corrprincess@folsom.ca.us, smiklos@folsom.ca.us, jstarsky@folsom.ca.us
Subject: Folsom Point

Date: Wed, 17 Jan 2007 17:34:11 +0000

Dear Mr. Morin, Ms. Howell, Mr. King, Mr. Miklos and Mr. Starsky,

My husband and I are Briggs Ranch residents and understand that you plan to close Folsom Point to use as a staging area for the building of the new bridge.

I want to express my concern for several reasons. For the residents of Briggs Ranch (there are over 600 homes in this neighborhood), who have already been hit hard by the closing of the dam road in the first place, and will be dramatically effected by the increase in traffic once the new

1/23/2007

Comment #157

bridge opens due to building up of the Empire Ranch and El Dorado Hills areas in the years since the dam was closed, this is just another slap in the face.

The building of the bridge stands to cause huge noise levels, increased traffic pouring through and behind our neighborhood, and thus, a decrease in our property values. Closing Folsom Point, which is one of the features that draws people to live in Briggs Ranch, will further cause a decline to the value of our neighborhood specifically.

My second area of concern is for the residents of Folsom in general. Folsom Point serves as an entrance for many in the area of recreation. People bike, walk and boat from this point, and while yes, there are other areas to begin your day of fun, this is a convenient place for so many and again a reason to have chosen to live in the immediate area.

I think I definitely speak for the residents of Briggs Ranch when I say - **we have had enough**. While building a bridge is necessary due to the increased population - we are already being hurt by it's determined placement and the flow of traffic to enter and exit when there were other options. It is time to spread some of the pain and find another location to work from.

I have also sent this same message to Mr. Shawn Oliver at the Bureau of Reclamation and Becky Victorine at the US Army Corps of Engineers.

Sincerely,

Vicky Cackler
108 Strouse Ct.
Folsom, CA 95630

1/23/2007

Porter, Stacy

From: chantell harp [gcharp@pacbell.net]
Sent: Thursday, January 25, 2007 7:38 AM
To: soliver@mp.usbr.gov

Save Folsom!!!!!!!!!!!!!!!!!!!!!!

Porter, Stacy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Thursday, January 25, 2007 4:37 PM
To: Shawn Oliver
Subject: Fwd: Closure of Folsom.

>>> <Ericksenbob@aol.com> 01/25 4:35 PM >>>

I heard a rumor that there is a possibility that Folsom Point on Folsom Lake might be closed temporarily so it can be used as a staging area for construction of the new bridge at Folsom Dam. I am a Civil Engineer and I specialize in heavy construction so I understand the need for a laydown yard and staging area but I must protest the use of this vital recreation area for construction use. This is a heavily used lake and the facilities for lake access are already impacted and overused. The boat ramp and parking lot at Folsom Point are always filled to capacity especially on weekends. This would be a tremendous impact on the community and should be avoided at all costs. The location itself does not lend itself to use as a laydown and staging area for the bridge as there is no overland access to the bridge site without entering the public right of way. The size and type of equipment and material needed for constructing this bridge would not be allowed to travel on the public roads. I would think the property bounded by the Jail, Natoma Rd. and the exiting Dam Rd. would be better suited for this purpose. As a resident of Folsom and frequent Lake user I urge you consider other alternatives to closing Folsom Point.

Thank you for your time.

Comment #160

Porter, Stacy

From: Robert Flores/Divers Cove [diverscove@diverscove.net]
Sent: Thursday, January 25, 2007 2:29 PM
To: soliver@mp.usbr.gov
Subject: Opposed to Folsom Point Closure

To Bureau of Reclamation,

I am submitting this letter to you regarding the irresponsible actions you and your administration are taking in your plans on closing Folsom Point (Dike 8)

It is to be noted that over 140000 persons use this location to view and use Folsom Lake. Thus far Folsom has lost the use of the access the lower point parking lot near Negro Bar (After the construction of the new bridge), Then in 2001 you decided to close Vista Point due to security reasons (This decision did little to improve security by any means, I am a security specialist and Army Veteran) And now finally you want to close Folsom Point.

I own a scuba shop in Folsom and made the decision to build here due to easy access to the lake. Over the years I have adapted to the closures of the other two sites and found myself training students off of Folsom Point. While the restrictions have become difficult, they were manageable. It has taken over 10 years of my life to build and develop a successful business here in Folsom. Your lack of conducting a financial impact study or minimum impact study is atrocious to say the least.

I have having difficulty in understanding why the Bureau of Reclamation cannot use the parking lot at Vista Point (currently closed site) for a staging area for its equipment. Why is it that you cannot use an area that has security guards, with restricted vehicle access already in place. If equipment needs to be moved via water that a simple boat ramp could not be graded in place. I have surveyed the area at Vista Point both on land and underwater and It would seem to me that a boat ramp could easily be built there at minimum cost without impacting the general public. This option would not effect the general public at all, and with security being present and limited access all of your equipment would be in a much more secure location. The parking lot at Vista Point is large enough to secure any equipment you have for the entire project. I realize that this may also cause you some minor logistics issues as equipment may have to be moved to the work area. But the needs and desires of the many out weight the needs and the desires of the few.

As far as impacting the boating general population, I have seen lines as far back as 20-30 boats waiting to use Folsom Point during the summer. Now you expect these same people to go to Browns Ravine, Beales Point or Granite Bay to launch their boats. With their compacity already over 100% use. One only has to contact the Folsom Parks and Receptions Officers and ask them how many times, altercations have occurred, over boat ramps being used beyond their limits. Short tempters due to long waits in line, just to gain access to launch at Granite Bay or Browns Ravine are normal already. The closure of Folsom Point and redirection of these boaters to above mentioned launch ramps, will no doubt have considerable repercussions on the entire lake area.

If the Bureau of Reclamation has a need to conduct repairs or construction, I am confident that

1/26/2007

Comment #160

you have known of these repair for quite some time, You have had plenty of time to prepare for this repair, and part of it should have included an impact study and preparations should have been made long in advance with notification being given to local businesses and residence to address this issue. Poor planning results in poor performance.

The actions over the last few years regarding the access to the water at: Lake Natoma, Vista Point and now Folsom Point. Seem to show little if no regard to impact on the public use of these facilities. I would be willing to bet that if a endangered field mouse or other species had habitat in the area you would halt this action. But no thought has been given to the HUMANS that paid for access to use of this facility.

Dropping the decision on our laps, with little response time, and little ability to react, only demonstrates that the Bureau of Reclamation was not interested in hearing about any of the repercussions of its decision. It further demonstrates that a totalitarian attitude of the Bureau of Reclamation exists and needs to be addressed.

I am opposed to closure of any part Folsom Point (Dike 8) for any amount of time. You have made decisions without looking at the **financial** or environmental impact it will have on Folsom. The general population and all businesses and will be impacted by this poor decision, including mine. Our government is supposed to work for us not against us. This aligns on a 12000.00 dollar Air Force hammer purchase, as far as government overlooking spending and decision making abilities.

Robert Flores
Divers Cove
Folsom CA 95630
916-984-6185

I am interested in a responsible response, as I have over 4000 clients on my email list that are eagerly awaiting your response. I can only pray that I do not receive an automated reply.

CC: State Govt
White House
Local Media

1/26/2007

Porter, Stacy

From: Shawn Oliver [soliver@mp.usbr.gov]
Sent: Thursday, January 25, 2007 5:39 PM
To: Porter, Stacy
Subject: Comment:

From: nkwooten@juno.com [mailto:nkwooten@juno.com]
Sent: Wednesday, January 24, 2007 5:51 PM
To: mfinnegan@mp.usbr.gov; soliver@mp.usbr.gov
Cc: diverscove@sbcglobal.net
Subject:

To Whom It May Concern:

Please do not close Folsom Point to scuba divers! We have already lost several important local spots. Folsom Point is a convenient place to practice skills when I cannot get to Monterey. I have spent many hours there honing my skills and having fun, and I hope to continue to do so in the future. I think it's an especially great place to have scuba classes because you don't have to deal with surf, salt, and sand; diving there reduces stress for new divers or those of us practicing skills.

Thank you for reading my opinion.

Sincerely,

Naomi Wooten

3625 Black Eagle Dr., Antelope, CA 95843 (916)729-4028

Shawn E. Oliver
Natural Resource Specialist
Bureau of Reclamation
Central California Area Office (Folsom)
Email soliver@mp.usbr.gov
Office (916) 989-7256
Fax (916) 989-7208

Comment #162

Porter, Stacy

From: Kris Olding [oldingfamily1@comcast.net]
Sent: Thursday, January 25, 2007 4:07 PM
To: mfinnegan@mp.usbr.gov
Subject: DO NOT CLOSE FOLSOM POINT!

It has been bad enough that the DAM Road has been closed but to ruin the wonderful recreation area of FOLSOM POINT by closing it for 7 years is ridiculous. Do the construction at Beale's point or at the DAM road or on the prison grounds but don't wreck our lives by closing the Folsom Point.

**DO NOT CLOSE FOLSOM
POINT!!!!!!!!!!!!!!!!!!!!!!**

Sincerely,
Kristine Olding
Nigel Olding
Sheldon Olding
Philip Olding
Kirk Olding
Thomas Olding
Folsom Residents since 1988 DO NOT CLOSE FOLSOM POINT!

Comment #163

Porter, Stacy

From: Jerry Stieve [dstieve@sbcglobal.net]
Sent: Thursday, January 25, 2007 4:27 PM
To: soliver@mp.usbr.gov; rebecca.a.victorine@usace.army.mil
Subject: Folsom Point

Shawn, Becky

I feel that closing Folsom Point is not in the best interest of the area business and boat dealers, Lake recreation would be cut by at least 35 % , Granite Bay and Browns Ravine are a zoo with Folsom Point open, closed it would be impossible to access the lake, the monetary loss to state parks is also added into this situation including my yearly pass.

I'm sure that other areas could be used for staging, A 5-6 acre site at the north and south ends of the dam could be used that are now growing weeds and the area behind Morman island dam, I'm sure the city of Folsom would assist as well.

Thank You
Daryl Stieve
908 Persifer st
Folsom CA 95630

1/26/2007

Comment #164

Porter, Stacy

From: EBSevents@aol.com
Sent: Thursday, January 25, 2007 2:19 PM
To: soliver@mp.usbr.gov
Subject: DO NOT CLOSE: Folsom Point Closure

To who it may concern:

I am writing this to you in hopes that you will reconsider the closure of the Folsom Point Boat Launch area. Folsom has already been hit hard with the closure of the Damn Road. Folsom is a beautiful community with a great lake that supports, Granite Bay, El Dorado Hills and Folsom, having three entrances into the lake for boat launching. You have already crippled the city with the damn closure; now you want to attach our Lake. You can only load your boats in three different locations, which accommodates many local cities, with a lot of boaters. This is what drew people to buy in this area. The "Lake" is the "draw" to Folsom and the surrounding cities. Why would you do this to us? Closing this point will effect all of our summer actives. Please, Please reconsider this for our community. We have a boat, we love the lake, this is where our we and our neighbors spend time in the spring, summer and early fall. Do not take this away from us!!!!
Thank you in advance,
Dan & Sheri Stafford, and family

1/26/2007

Comment #165

Tisthammer, Troy

From: robert halldorson [archamedez@yahoo.com]

Sent: Friday, January 26, 2007 3:35 AM

To: soliver@mp.usbr.gov

Subject: folsom point

Losing folsom point for seven years, this is a bad idea all around. There has got to be another way. I say you don't let them proceed until they find it!

1/29/2007

Comment #166

Porter, Stacy

From: Hall, Garth [ghall@ebmud.com]
Sent: Thursday, January 25, 2007 1:34 PM
To: soliver@mp.usbr.gov
Cc: Donovan, Karen
Subject: Comments on Folsom Dam EIS/EIR
Attachments: Comments Folsom Dam EIS-EIR Final 1-24-07.doc

Hi Shawn ...

Thanks very much for calling to offer your help in answering questions. The attached is an electronic version of comments submitted to you today via FedEx. I thought it may help in your compilation to have an electronic version.

Please use me as your primary contact at EBMUD in this regard.

Best regards,

Garth C. Hall
East Bay Municipal Utility District
375 Eleventh Street, MS 407
Oakland, CA 94607-4240
tel: 510.287.2061
fax: 510.287.1295

1/26/2007

January 24, 2007

Mr. Shawn Oliver
U.S. Bureau of Reclamation
7794 Folsom Dam Road
Folsom, CA 95630

Ms. Rebecca Victorine
U.S. Army Corps of Engineers
1325 J Street
Sacramento, CA 95814-2922

RE: Folsom Dam Safety and Flood Damage Reduction EIS/EIR

Dear Mr. Oliver and Ms. Victorine:

The East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Draft EIS/EIR prepared on the Folsom Dam Safety and Flood Damage Reduction project. EBMUD is responsible for supplying water to parts of Alameda and Contra Costa counties on the eastern side of San Francisco Bay in northern California. EBMUD's water system serves approximately 1.3 million people in a 325-square-mile area. In 2006, the District executed a long-term renewal contract with the U.S. Bureau of Reclamation (Reclamation) for a supplemental dry-year supply from the Central Valley Project (CVP). As a CVP contractor, the operations of Folsom Dam and its appurtenant facilities are of concern to EBMUD. It is in this context that we offer the following comments on the Draft EIS/EIR.

1. The document does not adequately support the use of the 400,000/670,000 acre foot variable reservation of flood control space (operating rule) as a key assumption in the No Action Alternative.

The Interim Flood Operations Agreement (Agreement) between the Sacramento Area Flood Control Agency (SAFCA) and Reclamation includes an interim 400,000/670,000 acre foot operating rule. The Agreement and operating rule were intended only to provide a temporary, interim flood damage reduction benefit until the Corps' outlet modification project was completed. At this time there is no mechanism in place to compel continuation of the interim operating rule beyond 2018. NEPA requires that a no action alternative account for a predicted change in future conditions. Given that the agreement is currently scheduled to expire shortly after or during the construction of the improvements described in the DEIS/EIR, the no action alternative should use the pre-1993 400,000 acre foot rule as the default.

2. The Draft EIS/EIR's discussion of impacts and alternatives is insufficient because the document fails to address the implementation of new operations.

The document states that any consideration of the impacts of changed operations cannot be determined and defers this discussion and development of operational alternatives to a point after this project has commenced. At that later point, however, operational alternatives could be constrained or favored by the physical solution that is selected and constructed. In addition, the range of alternatives examined in the Draft EIS/EIR does not encompass alternatives involving downstream levees. Where the Water Resources Development Act of 1996 contemplates development and implementation of a flood damage reduction plan for the American River, no such plan is accounted for in the Draft EIS/EIR. As a result, the flood control alternatives and their impacts are too narrowly described in the Draft EIS/EIR to meet the requirements of NEPA. The studies should be completed and described in a more comprehensive set of alternatives before a revised draft EIS/EIR is issued and operational impacts should be considered to the extent possible.

3. The Draft EIS/EIR should address the range of financial impacts on CVP water contractors.

Because the Draft EIS/EIR has deferred any discussion or evaluation of operational rules, there are no estimates of the economic/financial impact to CVP water contractors, due to likely changes to the operation of Folsom reservoir resulting from the Proposed Project and other alternatives. In turn, no remedies have been identified to compensate CVP water contractors for likely operational changes that could result in reduced water supply. The document, in other words, has failed to consider the indirect and cumulative impacts that are likely to result from the project.

EBMUD requests that the Corps and Bureau of Reclamation consider these issues in finalizing the Draft EIS/EIR. We appreciate the opportunity to comment on this document and look forward to future opportunities to participate in the changes contemplated for Folsom Dam.

Sincerely,

Alexander R. Coate
Manager of Water Supply Improvements

ARC:GCH:acr

cc: Rob Alcott, EBMUD
Karen Donovan, EBMUD

Comment #167

Porter, Stacy

From: Kelly James [kjames@apple.com]
Sent: Thursday, January 25, 2007 12:08 PM
To: soliver@mp.usbr.gov
Subject: Folsom Point

Hello,

I saw the article on Folsom Point on the News 10 website regarding the closing of Folsom Point for seven years. I live in Folsom and use the lake on a regular basis. Closing a major ramp and parking lot is going to cause major problems during the summer, not only for Folsom residents but for all who use Folsom's recreational facilities.

I urge you to find another solution that will not adversely impact the community.

Thanks

Kelly James
kjames@apple.com
Office 916-399-5216
Mobile 916-628-3905

1/26/2007

Comment #168

Porter, Stacy

From: Gary Devers [gdtwo@sbcglobal.net]
Sent: Thursday, January 25, 2007 11:19 AM
To: soliver@mp.usbr.gov; 'dotis@water.ca.gov'
Subject: Folsom Point Closure

Dear Sir:

If you intend on closing Folsom Point I will sell my boat and for the first time in twenty years not buy a season pass. This launch is used by myself and most of my friends in the area. Please revise your staging area somewhere else, my family loves the lake and will miss it in the event you use the parking lot for a staging area.

Gary Devers

1/26/2007

Comment #169

Porter, Stacy

From: Margarita Sanchez [MSANCHEZ@dbw.ca.gov]
Sent: Thursday, January 25, 2007 11:07 AM
To: soliver@mp.usbr.gov
Subject: Folsom Point Recreation Area
Importance: High
Attachments: 01 23 07 Shawn Oliver.doc

Attached please find letter from Director Raynor Tsuneyoshi to Shawn Oliver. Original was mailed January 22, 2007.

Thank you.

Margarita Sanchez
Administrative Assistant
Calif. Dept. of Boating and Waterways
2000 Evergreen Street, Suite 100
Sacramento, Calif. 95815
Tel: 916.263.4330
Fax: 916.263.0648



DEPARTMENT OF BOATING AND WATERWAYS

Comment #160
 2000 EVERGREEN STREET, SUITE 100
 SACRAMENTO, CA 95815-3888
 Tele: (916) 263-4326
 Fax: (916) 263-0648
www.dbw.ca.gov



January 22, 2007

USBR-CCAO (FOLSOM) OFFICIAL FILE COPY RECEIVED		
JAN 24 2007		
CODE	ACTION	INITIALS & DATE
411		

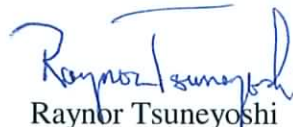
Shawn Oliver
 Bureau of Reclamation
 7794 Folsom Dam Road
 Folsom, CA 93630

Dear Shawn Oliver:

The California Department of Boating and Waterways strongly urges the Bureau of Reclamation to refrain from closing the Folsom Point recreation area to visitors while Folsom Dam is undergoing modification.

The Folsom Point boat launching facility is very important to the thousands of recreational boaters each year who rely on this launch ramp for access to Folsom Lake. While there is another boat launching ramp at nearby Browns Ravine, it is not large enough to handle the additional boater demand that would be created by the closure of the Folsom Point launching facility.

Sincerely,


 Raynor Tsuneyoshi
 Director

RT:sw:ms

Classification	ENV-6.00
Project	CVP
Control No.	07005657
Folder I.D.	1025306

Comment #170

Porter, Stacy

From: Karin Miller [KarinM@bentleymortgage.net]
Sent: Thursday, January 25, 2007 11:00 AM
To: soliver@mp.usbr.gov
Subject: Closure of Folsom Point
Attachments: image001.wmz; oledata.mso

I would like to voice my opinion not to close Folsom Point. My husband and I moved here from our childhood homes in the Bay Area specifically to be close to the lake and enjoy the recreation of the Folsom area and quaint neighborhood. We live in Briggs Ranch and bought a boat two years ago, we take my 10-yr. old son and his friends on the boat each summer and feel privileged to be so close to the lake.

The reason people move to Folsom is for all of the wonderful things (especially the lake). We hope you make decisions that are for the benefit of the people that live their today! Thank you.

Karin Miller

Loan Processor & Real Estate Transaction Coordinator

Bentley Mortgage/Gold Lake Real Estate

Tel. 916.983.3616

Fax 916.983.6328



Make it a great day!

Comment #171

Porter, Stacy

From: J [safari111@sbcglobal.net]
Sent: Thursday, January 25, 2007 10:59 AM
To: soliver@mp.usbr.gov
Subject: Yes on folsom Pt closure

***Mr. Oliver, sacrifice is necessary, even though we will be affected.
Those same people that are against the closure would be the 1st to put the blame on the
gov. if there was a flood.***

Do the right thing!

Joel & Cathy Miller

Comment #172

Porter, Stacy

From: Leslie Nagel [lwnagel@sbcglobal.net]
Sent: Thursday, January 25, 2007 10:01 AM
To: mfinnegan@mp.usbr.gov
Subject: Folsom Point

Mr. Finnegan:

I would like to put my two cents in about the possibility of closing Folsom Point for work on the dam at Folsom Lake. My family and I are against the closing of Folsom Point and would prefer that an alternate site be found.

Sincerely,

Leslie Nagel

500 Williams Street

Folsom, CA 95630

1/26/2007

Comment #173

Porter, Stacy

From: Reinbolt,Derek K [DREINBOL@travelers.com]
Sent: Thursday, January 25, 2007 10:30 AM
To: soliver@mp.usbr.gov; rebecca.a.victorine@usace.army.mil
Cc: Debbie Reinbolt; Derek Debbie Reinbolt
Subject: Folsom Dam Spillway and Folsom Point staging area

Mr. Shawn Oliver, Bureau of Reclamation and Ms. Becky Victorine, US Army Corp of Engineers

Hello, My wife Debbie, our two school age children and myself have lived in Folsom since August of 1993. One of the main reasons we moved to Folsom was the wonderful lake (Folsom Lake), located in the town. This lake provides much needed recreation, boating, picnicking, etc.... for area residents during the warm months of the year. We frequent the lake often during the summer and have enjoyed many days boating there. We have introduced many families and children to boating, water skiing, tubing and other water sports over the years.

As you may or may not be aware, there is VERY limited access to the lake and there are principally only three boat ramps. Granite Bay, Browns Ravine and Folsom Point are the launching points on the lake for power boats and each includes limited parking for lake guests and car/trailer parking. On most weekends and holidays, these three ramps are busy most of the day and parking lots filled by late morning, at which point no more boats are permitted on the lake. Browns' Ravine has the most limited facilities for launching boats and parking vehicles. If Folsom Point was to be closed, this would leave two ramp/parking facilities, one of which is the least desirable of the three.

The Folsom community was injured after the events of 9/11 when the Bureau of Reclamation took advantage of this opportunity to close the Dam road. Many businesses have closed, were forced to relocate to stay in business or have been strapped financially due to the traffic created as a result of this closure. The community has endured the closure of a main artery to and from Folsom and is hopeful that the bridge connecting Granite Bay with Folsom will be built soon. Closing Folsom Point for SEVEN years will deal the community another blow and likely cause property values to fall, businesses to close, increase traffic and hurt the style of living that many of us moved to Folsom to enjoy. Some might say "it is only seven years". In seven years my oldest daughter will be a junior in college and my youngest will be a senior in high school. The Folsom community is primarily families and I would fully expect that most feel the same way about the possible closure.

The best location for construction and staging is right next to where the spillway is scheduled to be built. This area has been closed to the public since 9/11 and would be ideal, as it is not currently used and the materials would be at the closest point for ultimate construction placement. There is ample truck access to this area as existing roads could be used and the area is already secured from the public. Security and safety would be better than anywhere else as a result.

We understand that another spillway may be needed for Folsom Lake. The people of Folsom are not against building the spillway, only the negative impact on this great community as a result of closing one of the few access points to Folsom Lake in Folsom that is simply not necessary. Please reconsider the location for staging the spillway construction and keep Folsom Point open to the public so the community can enjoy this wonderful Lake.

Sincerely,

Derek & Deborah Reinbolt
347 Flower Drive
Folsom, CA 95630

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This communication, together with any attachments hereto or links contained herein,

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The St. Paul Travelers e-mail system made this annotation on 01/25/07, 13:30:06.

Comment #174

Porter, Stacy

From: Mefford,Stacey [SMEFFORD@travelers.com]
Sent: Thursday, January 25, 2007 10:56 AM
To: soliver@mp.usbr.gov; rebecca.a.victorine@usace.army.mil
Subject: Folsom Dam Spillway and Folsom Point staging area

Mr. Shawn Oliver and Ms. Becky Victorine,

As a user of the Granite Bay launching point to Folsom Lake I'm very concerned over the news I heard about the closure of Folsom Point for seven years!! It is already very crowded at the launch areas on the weekends and closing another point will make it even worse.

We have already had to endure the closure of access to Folsom with the closure of the Dam road, which hurt Folsom deeply. Aren't there some alternatives for the construction and staging like right next to the spillway where a road was already closed to the public?

I understand that the spillway is needed but can't it be done without more inconvenience to the residents and uses of the lake? Please reconsider the location for staging and the spillway construction and keep Folsom Point open to the public so we can enjoy the lake.

Sincerely,

Stacey Mefford

8468 Milky Way

Orangevale, CA 95662

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This communication, together with any attachments hereto or links contained herein,

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The St. Paul Travelers e-mail system made this annotation on 01/25/07, 13:56:21.

Porter, Stacy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Thursday, January 25, 2007 6:01 PM
To: Shawn Oliver
Subject: Fwd: Proposed Closure of Folsom Point State Park

>>> Cheryl Kurimay <cherand2@yahoo.com> 01/25 12:55 PM >>>
Dear Mr. Finnegan,
and To all of you who can make a difference:

As a resident of Folsom, I am asking that you do everything in your power to keep Folsom Point State Park open.....

It is such a Blessing to have this beautiful park in our midst. What a loss it would be if it was taken away.....

This is a family community. We bring our children and grandchildren to the area to walk, picnic, fish and enjoy nature....At the least it is such a peaceful place to get away from busy schedules and just reflect on what is important.....and this issue is important!!

Also, this is a popular boating area and the closure would definitely impact the businesses in the area, especially in the summer.. Business owners have expressed great concern. Folsom has already suffered a lot of business closures due to the impact of closing the DAM Road.

We ask you please to help us in this endeavor,

Respectfully,
Cheryl & Andy Kurimay

Cheryl Kurimay
Southern Living at HOME
Independent Consultant
916-203-8228
cherand2@yahoo.com
www.southernlivingathome.com/cherylshomedesigns

No need to miss a message. Get email on-the-go with Yahoo! Mail for Mobile. Get started.

Comment #176

Porter, Stacy

From: Heather Sibilla [hsibilla@folsom.ca.us]
Sent: Thursday, January 25, 2007 8:50 AM
To: soliver@mp.usbr.gov
Subject: FW: Folsom Point Closure

From: cherepresley@aol.com [mailto:cherepresley@aol.com]
Sent: Wednesday, January 24, 2007 8:11 PM
To: The Mayor; rebecca.a.victorine@usace.army.mil
Cc: bpresleyjbc@aol.com; mschlegel2@comcast.net
Subject: Folsom Point Closure

January 24, 2007

To all of our honorable representatives:

Please be advised that we, citizens of Folsom, CA, have been put on notice that a proposed closure of our park is scheduled for the fall of 2007. This proposal comes from the Bureau of Reclamation and the US Army Corps of Engineers. It is our understanding that our beautiful park and recreation area will be used as a construction staging area for different work projects on the dam and Mormon Island Spillway by the Bureau and Army Corps of Engineers.

It is our belief that this closure will have deep and dramatic effects on families, business, tourism and the environment. The consequences are far reaching. This is a family community. We bring our children to the lake to walk bike swim, picnic, fish, boat and just enjoy nature. This scenario is repeated over and over again. Folsom Point is one of the reasons people buy homes in this area. This park is one of the jewels of Folsom. Bird Watchers frequent the park. I might point out that even though the Bald Eagle is no longer on the endangered species list, it is still protected by the "Bald and Gold Eagle Protection Act". It is my understanding that one of the afforded protections is not to disturb the nesting area or flight pattern area. This needs more investigation. We have not been given adequate time to investigate the impact this proposal will have on our environment. We have other migratory birds that now nest there as well. This is a pathway for many other animals as well. Rattlesnakes also reside at Folsom Point.

The businesses in Folsom will definitely realize a financial impact. Our business owners look forward to the summer months when tourists and other lake traffic provide much needed revenue. Our businesses suffered with the closure of the Dam Road and now this may be the proverbial "straw" for financial loss. Business owners have expressed a great concern.

We do not oppose positive improvements on the dam. We request a staging area that will not hurt so many families, businesses, wildlife and real estate values. In all truth, we have not been given adequate time in which to address these issues. We need counsel as to our rights and the right of the wildlife who cannot speak for themselves.

We ask all of you, as our voice and representatives, to please aid us in this endeavor.

1/26/2007

Comment #176

Respectfully,

Chere' Presley
Concerned Citizen and Resident of Folsom, California

[Check out the new AOL](#). Most comprehensive set of free safety and security tools, free access to millions of high-quality videos from across the web, free AOL Mail and more.

Comment #177

Porter, Stacy

From: Heather Sibilla [hsibilla@folsom.ca.us]
Sent: Thursday, January 25, 2007 8:47 AM
To: soliver@mp.usbr.gov
Subject: FW: USBR closure of Folsom Lake facilities for 7 years

From: Dan Otis [mailto:danford2@sbcglobal.net]
Sent: Wednesday, January 24, 2007 10:49 PM
To: The Mayor
Subject: USBR closure of Folsom Lake facilities for 7 years

Mayor Morin:

I want to urge you to take action to weigh in on the potential USBR closure of the major recreation and boating facilities at Folsom Lake at Folsom Point and other locations. This could eliminate the major recreation and boating access for up to 7 years! My 13 year old son would be an adult by the time the facilities reopened for our family's use.

USBR needs to revise its draft EIR to include the use of other areas for spillway construction staging-- other areas besides those already in use by hundreds of thousands every year. I am sure that there are sites that could be developed at slightly more cost than already developed areas such as boat launch facilities, but those minor costs are small in such a huge project as that being done on Folsom Lake. We all agree that the work needs done, but USBR needs to find alternatives that will allow uninterrupted use of the Lake's boating facilities at the busiest State Park in the area. That is a very high value, especially for Folsom residents.

Please let USBR know that you want an alternative that does not use the valuable boating facilities as the cheapest location for construction staging. Comments are due by this Friday, and can be emailed to USBR at: soliver@mp.usbr.gov and mfinnegan@mp.usbr.gov, 916-988-1707.

Thanks for helping us protect the use of Folsom State Park recreation and boating facilities for the hundreds of thousands of California taxpayers using the facilities, and the residents and businesses of Folsom.

Dan Otis
420 Rockport Circle
Folsom, CA 95630
916-651-9683

1/26/2007

Comment #178

Porter, Stacy

From: Heather Sibilla [hsibilla@folsom.ca.us]
Sent: Thursday, January 25, 2007 8:47 AM
To: soliver@mp.usbr.gov
Subject: FW: Proposed closure Folsom Point State Park

From: sean mclaughlin [mailto:seanandangie@comcast.net]
Sent: Wednesday, January 24, 2007 11:06 PM
To: The Mayor
Subject: Proposed closure Folsom Point Stata Park

The closure of Folsom Point by the Bureau of Reclamation will have a deep effect on our family community. We take our children to Folsom Lake to swim, bike, hike, fish, boat, & enjoy nature. This is our only access to the lake in this area.

Closing it will hurt businesses & have a definite financial impact. Businesses in this area have already been hurt by the closure of Folsom Dam. It will also effect housing in the area.

The environmental impact also needs to be investigated before any decision is made.

Folsom citizens were not given proper notice of this "Proposed" closure.

Please help prevent this closure.

Thank you,

Angie McLaughlin (Folsom Resident)

Porter, Stacy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Friday, January 19, 2007 2:42 PM
To: Shawn Oliver
Subject: Fwd: Closure

>>> Liz Young <write2liz@yahoo.com> 01/19 11:58 AM >>>
To whom it may concern;

I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well.

Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.

Liz Young
182 Dulverton Circle, Folsom

No need to miss a message. Get email on-the-go with Yahoo! Mail for Mobile. Get started.

Comment #180

Porter, Stacy

From: Teresa Romero [teresaromero@comcast.net]
Sent: Friday, January 19, 2007 5:46 PM
To: soliver@mp.usbr.gov
Subject: Folsom Point

To whom it may concern;

I am concerned about the proposed closure of Folsom Point State Recreation Area. It seems that Folsom Point is used by many different people in the community for both recreation and just plain old peace and quiet. My husband and I go up there with our lunch and sit and talk, it has become a place where we can relax, be away from all the craziness of our everyday lives. It is so peaceful and tranquil up there, overlooking the lake. Please do not take that away from us. Please choose an alternative solution, as closing Folsom Point seems tragic to me. Thank you for your time.

Teresa Romero
121 Burrill Dr.
Folsom, CA 95630

1/22/2007

Porter, Stacy

From: Chris Landry [landrycp@yahoo.com]
Sent: Friday, January 19, 2007 5:24 PM
To: soliver@mp.usbr.gov
Subject: folsom point

To Whom It May Concern:

I strongly encourage you to find other options to the Corps of Engineers levee work than to closing Folsom Pt. My family and I are frequent visitors to Folsom Pt, and the proximity and ease of use of Folsom Pt is one of the primary reasons we chose the neighborhood that we now live in. The closure of Folsom Pt is simply unacceptable. Thank you for your consideration.

Chris Landry

Do you Yahoo!?
Everyone is raving about the all-new Yahoo! Mail beta.
<http://new.mail.yahoo.com>

Comment #182

Porter, Stacy

From: Carolyn Tatoian-Cain [CTatoian@dtsc.ca.gov]
Sent: Friday, January 19, 2007 4:06 PM
To: soliver@mp.usbr.gov
Subject: Don't close Folsom Point

I strongly object to the proposed closure of Folsom Point State Recreation Area! This proposition is unacceptable to the citizens of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating and having picnics. It's closure would be an outrage. Folsom Point is the only access to Folsom Lake in the City of Folsom. Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.

Carrie Cain
114 Rocky Cove Ct.
Folsom, CA 95630

1/22/2007

Comment #183

Porter, Stacy

From: Maria Errante [iammer@sbcglobal.net]
Sent: Friday, January 19, 2007 12:24 PM
To: soliver@mp.usbr.gov; mfinnegan@mp.usbr.gov
Subject: Apposed to Proposed Closure of Folsom Point State Recreation Area

To whom it may concern;

I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well.

Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.

Sincerely,

Maria Errante
2611 Raleigh Way, El Dorado Hills, CA

1/22/2007



January 19, 2007

Mr. Shawn Oliver
Bureau of Reclamation
7794 Folsom Dam Road
Folsom CA 95630
soliver@mp.usbr.gov

Mrs. Becky Victorine
U.S. Army Corps of Engineers, Sacramento District
1325 J Street
Sacramento, CA 95814
Rebecca.A.Victorine@usace.army.mil

USBR-CCAO (FOLSOM) OFFICIAL FILE COPY RECEIVED		
JAN 22 2007		
CODE	ACTION	INITIALS & DATE
411		

Re: Comments on Folsom Dam Safety and Flood Damage Reduction Draft EIS/EIR (DEIS/R)

Dear Mr. Oliver and Mrs. Victorine,

The San Luis & Delta-Mendota Water Authority (Authority) supports and endorses the comments on the subject DEIS/R submitted by the Central Valley Project Water Association. The Authority is most concerned about three key issues that are embodied in both general and specific comments. Although it was our understanding that these issues had previously been resolved, the language of the subject document could lead to some confusion in these areas. The three issues are as follows:

1. Any costs attributed solely to Flood Damage Reduction must not be reimbursable by CVP contractors. For example, since Reclamation has determined that a dam raise and operable spillway gates are not required for Dam Safety, the DEIS/R should make it clear that any costs for a dam raise or in excess of the cost of a fuseplug spillway will not be borne by water and power users.
2. The bridge to be constructed immediately downstream of the dam is not related to either Dam Safety or Flood Damage Reduction and no portion of the costs for the bridge are to be borne by CVP water and power users.
3. We understand the Folsom operations are not a part of this environmental review, but some of the language in the DEIS/R could be confusing regarding this issue. It should be made clear that the Interim Operations pursuant to the agreement between Reclamation and SAFCA is a temporary plan and has not been analyzed under NEPA or CEQA as a long-term operations plan. Therefore the baseline or "without project" alternative must be based on the 400,000 AF flood reservation only and not the variable flood reservation levels in the Interim Operations agreement.

842 SIXTH STREET
SUITE 7
P.O. BOX 2157
LOS BANOS, CA

We appreciate the opportunity to comment on the subject document and look forward to working with Reclamation and the U.S. Army Corps of Engineers as you move forward on this project.

Sincerely yours,

Daniel G. Nelson
Executive Director

DGN/slm

Classification	ENV-6.00
Project	CVP
Control No.	07004808
Folder I.D.	1025306

93635
209 826-9696
209 826-9698 FAX



**NORTHERN
CALIFORNIA
MARINE
ASSOCIATION**

P.O. Box 1877 • San Leandro, CA 94577-0276
Tel: 510-614-8890 • 800-834-1004 • Fax: 510-614-1002

January 19, 2007

Shawn Oliver
Bureau of Reclamation
7794 Folsom Dam Road
Folsom, CA 95630

RE: Folsom Dam Safety/Flood Damage Reduction Action Draft EIS/EIR

Dear Mr. Oliver:

The Northern California Marine Association (NCMA), a non-profit trade association, represents approximately 300 member companies, the majority of which are located in Northern California. These small business firms represent businesses involved in the recreational boating industry; including boat dealers, brokers, marinas, boat yards, chandleries, marine equipment and electronics suppliers, publishers, and marine finance and insurance specialists. In addition to supplying the needs of California's 3.5 million boaters and anglers, the recreational marine industry has a significant impact on the state's overall economy. California's Department of Boating and Waterways recently determined that statewide, boating contributed approximately \$16.5 billion to the Gross State Product annually. In addition, boating contributed \$1.6 billion in state and local taxes annually. There were 8,500 boating related businesses in the state that provided more than 284,000 jobs to the economy.

The economic health of Northern California's recreational marine industry depends on maintaining access to the area's navigable waterways. The alternatives outlined in the Draft EIS/EIR rely on closing Folsom Point for use for up to seven years as a staging site and storage area for the project. This proposal would seriously impact recreation access for the approximately 125,000 annual visitors to the site. Over the six to seven year life of the project 816,021 visitors would be lost. Not only would this severely impact recreational marine businesses, but it would also impact the area's local economy, since many of these visitors patronize local supply shops, restaurants, gas stations, and grocery stores. Furthermore, disrupting recreational activity at Folsom Point threatens to create congestion at other entrances to the Folsom Lake Recreation Area. The California Department of Parks and Recreation, which operates the Folsom Lake Recreation Area, would suffer a serious economic loss if this were to occur.

State Parks already diverts \$27 million from the Department of Boating and Waterways' Harbors and Watercraft Revolving Fund. Those funds, paid for by the gas taxes California boaters pay to fuel their boats, are used to repair and build marinas, launch ramps, and other boating facilities throughout the state. The \$27 million diversion has already negatively impacted the Boating Department's ability to adequately address the state's boating infrastructure needs. Putting further stress on the State Parks' budget, by closing Folsom Point for an extended period of time, would likely result in further attempts to divert funds from the Revolving Fund. Therefore, the economic impact would ripple throughout the state and would not just be limited to the local area.

At the public hearing at the Folsom Community Center on January 10, several representative stakeholders from Folsom's recreational community suggested alternatives that would not so severely impact access. They suggested that the Bureau and the Corps host a series of forums with the stakeholders to identify mutually beneficial alternatives. The NCMA strongly supports this suggestion. We believe that there are alternatives that would allow the Bureau and the Corps to carry out its vital work without crippling the local and state recreational community. The NCMA would also be more than happy to participate in and to contribute to this process.

Thank you for the opportunity to comment. If you have any questions, please contact me at 510-334-8866 or at ncma-gr@comcast.net.

Sincerely,

(Ms) M'K Veloz
Administrative Director

Cc: Becky Victorine, USACOE

Comment #188

Porter, Stacy

From: Jane Pearson [So_sure@mindspring.com]
Sent: Friday, January 19, 2007 9:54 AM
To: soliver@mp.usbr.gov
Subject: Folsom Lake access closures

I am sickened to hear that Dyke 8/ Folsom Point has a planned closure. I object to this decision as it is the only access to the residence of Folsom on this side of the lake. We just bought a boat and launching is already problematic due to over crowded conditions. I cannot fathom how we will be able to access the lake as the proposed closures will no longer make boating feasible for those of us on the East (?) side of the lake.

I live near Briggs Ranch Road. I've lost easy access to Roseville and I-80 North bound due to the closure of the Dam road, now I am hearing that my close residential boat launch access is being curtailed. I have been a resident of Folsom for 20 years and each "improvement" has adversely effected my quality of life. Please don't close Folsom Point to the residence of the city. Please explore other options that are available.

Sincerely,
Jane Pearson

351-1575

1/22/2007

Comment #189

Porter, Stacy

From: JENNIFER OBENAUUS [jenniferobenauus@comcast.net]

Sent: Friday, January 19, 2007 9:41 AM

To: rebecca.a.victorine@usace.army.mil; soliver@mp.usbr.gov; mfinnegan@mp.usbr.gov

Subject: Former Dyke 8

Please do not close this valuable and heavily utilized recreation area. It is a part of our neighborhood and one of the reasons we chose to live here.

Thank you,

Branton and Jennifer Obenaus
131 Briggs Ranch Drive
Folsom, CA 95630

1/22/2007

Porter, Stacy

From: Michael.V.Avakian@jci.com
Sent: Friday, January 19, 2007 9:18 AM
To: soliver@mp.usbr.gov
Cc: Rebecca.a.victorine@usace.army.mil
Subject: Folsom Point Closing - Please Do Not Close

Mr. Oliver,

I am a recent resident of Briggs Ranch. A major decision in moving to this neighborhood was the Lake access at Folsom Point. We lead a very active life and enjoy the close Lake Access and have become very concerned that Folsom Point would be closed to Stage the construction of a new Dam Road.

I ask that the team please consider a new location for staging their equipment. Why would this project want to impact the quality of life for Folsom Residents in such a negative manner. Please consider other locations.

Thanks,

Michael Avakian
Sales Engineer
Johnson Controls
916-294-8811

Comment #191

Porter, Stacy

From: Kari MacTaggart [kmactee4@comcast.net]
Sent: Thursday, January 18, 2007 11:01 PM
To: soliver@mp.usbr.gov
Subject: Closing Folsom Point is the wrong thing to do

Hello,

I recently became aware of the proposal to close Folsom Point in order to increase flood protection.

I have been a Folsom resident for the past 16 years and 2 years ago I was finally able to purchase a boat.

My family and I use it year round exclusively in Folsom Lake for water sports, fishing, picnics etc.

Folsom point is not only the best access on the whole lake, it is the most convenient for us.

I have attempted to put my boat in at both Browns Ravine and Granite Bay in the past. While Browns Ravine is not that far away, the boat ramp is often extremely crowded and the boat trailer parking is limited when the water level is high as it is for several months during peak fishing and boating season. Granite bay is at least a half hour drive away, and also it is often crowded due to the easy access from I80. If Folsom Point was closed for the proposed 6 years I am very sure that the utilization of my boat would be cut in half

if not more. My kids are in their early teens and we have been able to strengthen our family bond through our many outings on our boat.

By the time Folsom Point opens up again, my kids will be going away to college. Essentially this means we would miss out on critical time

with our children during their teenage years. This prospect troubles my wife and I greatly.

In addition to the loss to my family, I am also concerned about the loss to the Folsom economy. We have already suffered business loss due to the damn road closing....now this. I am one of those people who throws money into the Folsom economy to support my boating lifestyle. If that lifestyle is significantly cut back, I will be significantly cutting back on the money I spend in Folsom to support my boating activities. This includes fuel, food, drinks, boating accessories, and maintenance costs. This kind of scenario will likely happen to a lot of Folsom boating families and the city business will also suffer from the loss of people coming from out of town to use Folsom Point.

I personally do not understand why another area can not be used in the same capacity as the proposal for Folsom point. For instance the old parking lot by the dam has not been used in years. At the very least if the proposal for closing Folsom Point does get approved it should require that better access and trailer parking should be provided at Browns Ravine to help make up for the loss.

Thanks for allowing me to comment on this subject

1/22/2007

Comment #191

Marcus MacTaggart
129 Penwood Lane
Folsom, California 95630

Comment #192

Porter, Stacy

From: Jill Ellis [ellis4@comcast.net]
Sent: Wednesday, January 17, 2007 11:09 AM
To: soliver@mp.usbr.gov
Subject: The closing of Folsom Point

Dear Mr. Oliver,

I live in the Briggs Ranch area in Folsom, and I am hearing that the Bureau of Reclamation is planning on closing Folsom Point while the bridge is under construction. I urge you not to do that. Folsom Point is a place where many people walk their dogs, go for runs and use the boat ramp for water recreation. During the summer Folsom Point is so busy. Closing it would cause major traffic congestion at the other boat ramps. One of the reasons I chose Briggs Ranch to live was because it is so close to the lake. I understand there needs to be an area for the bridge construction equipment, but please consider a different area. Closing Folsom Point for **seven** years would not be the right decision.

Thank you for listening!

Jill Ellis

1/22/2007

Comment #193

Porter, Stacy

From: LEONARD AND MAIR AUERBACH [xxa@webtv.net]
Sent: Wednesday, January 17, 2007 10:52 AM
To: soliver@mp.usbr.gov
Subject: folsom point closure

i am writing to object strongly to any idea of closing folsom point, also to the underhand way this whole affair appears to have been handled. mair auerbach

1/22/2007

Comment #194

Porter, Stacy

From: ltomiak@comcast.net
Sent: Friday, January 19, 2007 6:41 PM
To: soliver@mp.usbr.gov
Subject: Closure of Folsom Point Dam Retrofit EISR

Mr Oliver,

I writing you to voice my opposition to planned closure of Folsom Point. This proposal will impact this community in such a severe way that it may never recover, destroying the lives and financial stability of residents still struggling to recover from the closure of the dam road. Your planned proposal will not only effect the quality of life but the health and safety of residents and wildlife.

According to the Bureau's Findings:

Destruction of wetlands or possible permanent loss of wetlands

The loss of wetlands will effect many species of birds, mammals, protected amphibians, fish, and endangered insects. Our need for more water is going to impact the wildlife of the lake possibly forever.

Damage to Water Quality:

Folsom lake is known for its beautiful clear water. Families flock to enjoy it. The increased turbidity and siltation will make this impossible.

Air Quality

This is my greatest concern. I live in Brigg's Ranch, the neighborhood directly across the street from Folsom Point. I have two daughters that have asthma. Your own study says that NOx and Particulate PM10 emissions will exceed deminiis thresholds. How is this going to effect their already challenged lungs? How are they going to hang out in their own backyard when you poison the air? What are the long term effects of breathing these chemicals. Another issue to air quality is the naturally occurring asbestos in the soil, it is not an issue until you start moving it around. The soil relocation and blasting will put these carcinogenic chemical into the air to poison Folsom Families.

Significant Impact to Roadways:

Getting around Folsom has been challenging to say the least since the Dam Road closure. Natoma Street is already severely overcrowded, the addition of construction traffic will make it impossible to navigate the city and dangerous for residents. Emergency vehicles may have difficulty responding to emergencies due to traffic congestion. The increase of traffic will also damage our roadways.

Permanent Loss Of Lake Views:

Many of us in Folsom bought our homes because of Folsom Lake and the beautiful views. This proposed closure is going to adversely effect the property values of our homes. This will have a huge impact on the financial stability of this community. The loss of lake views is going to eliminate the very reason we moved to this community.

Increased Noise Levels:

According to your study Noise levels will surpass levels at the three receptor sights. Day and nighttime noise will be an issue. Daytime blasting will cause loss of quality of life and possible damage to our homes. The solution of scheduling truck traffic during daytime hours will only further impact our

2/9/2007

Comment #194

roads. How are residents supposed to deal with the increase noise levels. You are destroying our quality of life.

Change in Folsom Point State Park:

What will be left of Folsom Point after your proposed project? With increased water levels how much of our park will remain?

Loss Of Recreation:

I personally use Folsom Point on an almost daily basis. I enjoy morning walks around the lake for exercise, my dog enjoys walking and swimming in the lake, my family picnics and celebrates special events in the picnic area, boating and fishing are also family favorites. The lake and easy access is why we bought our home where we did. If you close Folsom Point the other local boat launches will be overwhelmed and unable to handle the added traffic.

Public Works:

Folsom recently went through the headache of putting in the Natoma pipeline. This was a necessary inconvenience for residents. Your proposal includes the possible damaging or relocation of this pipeline. What impact will this lead to on our community. It also mentions the creation of solid waste. This is a beautiful state park you are callously using as cement factory and staging area. This delicate environment and the many animals that call it home could be permanently destroyed and that is just too high a price for more water.

One issue you did not address was our resident Eagle (aka lovingly known as Folsom) Although the Bald Eagle may no longer be on the endangered species list, it is still protected by the "Bald and Golden Eagle Protection Act" It is my understanding one of the afforded protections is not to disturb the nesting area or flight pattern. Is your proposal in violation of this Act?

Folsom is a wonderful family oriented community, the proposed closure of Folsom Point will destroy our quality of life. Please develop an alternative plan that will not create such adversity.

Sincerely,
Lisa Tomiak
144 Singer Lane
Folsom, CA 95630

(916) 671-9808

Porter, Stacy

From: jackie kolander [Jackie_kolander@comcast.net]
Sent: Friday, January 19, 2007 8:18 PM
To: Rebecca.a.victorine@usace.army.mil; soliver@mp.usbr.gov
Subject: Folsom Point closing for 7 years.

I grew up water skiing on Folsom Lake, and although I don't water ski there right now, it is one of the reasons we chose to move into Briggs Ranch 9 years ago when coming back to this area after college. We use the area to hike to often as a family and walk from our home. Closing the bridge for 7 years is unreasonable amount of time. My kids will be grown and out of the house in 6 - 10 years. Closing the bridge for that long will change the memories we have of hiking and exploring along the lake shore. It will affect the property values in Briggs Ranch. It is not reasonable to close off a highly utilized access to Folsom Lake because of the construction of the new bridge for a period of 7 years. I want you to know I object to closing Folsom Point, as one of the great things about living here is access to the lake.

Sincerely,

Jackie Kolander

Porter, Stacy

From: Dan [dsconstruction@onemain.com]
Sent: Friday, January 19, 2007 10:48 PM
To: mfinnegan@mp.usbr.gov; soliver@mp.usbr.gov
Cc: soliver@mp.usbr.gov
Subject: Folsom Point "Recreation" area ??!

To whom this may concern.

The Folsom Point Recreation Area (FPRA) is just what it is called; a "recreation Area". However, the unacceptable and unnecessary closure to the area would require a name change.

What is sad is that there are alternative sites which can be used for the same purpose as that which the FSRA would serve.

Also the unforeseen costs (the adverse of the benefits of having the rec. area) to the community which has come to depend on it as a way of life would and do far outway the costs of forgoing the use of this site for another one.

These benefits such as : biking, boating, running, walking, nature seeking, picnicing and simpley a place to relax from the everday stresses the local and regional taxpayer encounters.

Having the recreation area is not a luxury to the people of Folsom and its surrounding areas BUT a Necessity!

Therefore it is strongly reccomended and ecouraged that another site is chosen. It must be unstood that at any additional cost, it is well worth it to adapt another site than that of the FPRA.

Thank you,
DS

Porter, Stacy

From: John and Cheryl Mandsager [johnmandsager@comcast.net]
Sent: Thursday, January 18, 2007 8:12 PM
To: mfinnegan@mp.usbr.gov; soliver@mp.usbr.gov; rebecca.a.victorine@usace.army.mil
Subject: Don't Close Folsom Point!

Importance: High

Return-path: <johnmandsager@comcast.net>
Received: from d5email.usbr.gov [137.77.5.13]
by ibr2mprogw.mp.usbr.gov; Thu, 18 Jan 2007 20:12:44 -0800
Received: from sccrmhc11.comcast.net ([63.240.77.81]) by d5email.usbr.gov with NetIQ
MailMarshal (v5.5.6.6)
id <B001f48eac>; Fri, 19 Jan 2007 04:12:44 +0000
Received: from mandsager2 (c-67-172-126-184.hsd1.ca.comcast.net[67.172.126.184])
by comcast.net (sccrmhc11) with SMTP
id <2007011904123601100hicgne>; Fri, 19 Jan 2007 04:12:36 +0000
From: "John and Cheryl Mandsager" <johnmandsager@comcast.net>
To: <mfinnegan@mp.usbr.gov>,
<soliver@mp.usbr.gov>,
<rebecca.a.victorine@usace.army.mil>
Subject: Don't Close Folsom Point!
Date: Thu, 18 Jan 2007 20:11:36 -0800
Message-ID: <EFEOLIEGJADHLDNHOLGGAEIOCMMAA.johnmandsager@comcast.net>
MIME-Version: 1.0
Content-Type: text/plain;
charset="iso-8859-1"
Content-Transfer-Encoding: 7bit
X-Priority: 1 (Highest)
X-MSMail-Priority: High
X-Mailer: Microsoft Outlook IMO, Build 9.0.2416 (9.0.2911.0)
X-MimeOLE: Produced By Microsoft MimeOLE V6.00.2900.3028
Importance: High

We understand the Bureau of Reclamation is proposing to close Folsom Point/Dyke 8 to all visitors for a duration of up to 7 years effective Fall 2007 while the Folsom Dam is retrofitted. While we support the dam project, we understand there are many other alternatives that have yet to be explored. These alternatives would allow Folsom Point to remain open to the public.

Since we enjoy visiting Folsom Point many, many times a year, this closure would have a negative impact on our family. We imagine the impact on most, if not all, of the families in our neighborhood would be the same. We urge the Bureau of Reclamation to pursue the Dam project in a manner that will allow Folsom Point to remain open to the public.

Thank you.

John and Cheryl Mandsager
110 Woodard Lane
Folsom CA 95630

January 16, 2007

USBR-CCAO (FOLSOM) OFFICIAL FILE COPY RECEIVED		
JAN 18 2007		
CODE	ACTION	INITIALS & DATE
411		

TO: Bureau of Reclamation

FM: Folsom Resident

RE: Closure of Folsom Point

As a resident of Folsom I urge the Bureau of Reclamation to find an alternative site to stage improvement operations to the Folsom Dam. In the spring and the summer I use Folsom Point as a place to fish and launch my boat from. If Folsom Point is closed I will no longer purchase an annual recreational pass for access to the lake and I will not stand in line at Brown's Ravine or any other launch facility to launch a boat (economic impact). Additionally Folsom Lake is open to the public and access to it should remain in the public's domain. Completing the work from another staging area makes sense! This would allow continued access to the lake at Folsom Point for fisherman, recreational boaters, and those using the picnic areas.

Thank you for your time and consideration.

Sincerely,

Classification	ENV-6.00
Project	CVP
Control No.	07003918
Folder I.D.	1025306

George R. Koch
4400 Barrett Road
Carmichael, CA 95608

Mr. Shawn Oliver
Bureau of Reclamation
7749 Folsom Dam Road
Fosom, CA 95630

USBR-CCAO (FOLSOM) OFFICIAL FILE COPY RECEIVED JAN 16 2007		
CODE	ACTION	INITIALS & DATE
411		

January 13, 2007

Folsom Dam Safety and Flood Reduction

Dear Mr. Oliver

In relation to the hearing which was recently held regarding the possible use of Folsom Point as a supply and equipment depot for the forthcoming raising of Folsom Dam, please allow me to point out what time and evolution of purpose has occurred:

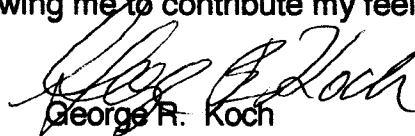
We are well aware of the original purpose of Folsom Dam and Lake was to provide flood protection and water source and power for our area. Well and good idea. That was a long time ago. Since then, population has more than doubled. The recreational potential of the lake has been fulfilled in that access to it is, although minimal during the warmer months of the year, has been developed to the great enjoyment of the public.

Any reduction in access at this time will have drastic consequences for the public in their use of the lake, for during busy time at the launching areas long lines of vehicles and boats must wait patiently for launching. Likewise, water craft seeking to return to shore have quite a time slipping in to a dock to gain their turn.

Any reduction in access to the lake must make matter worse and simply cause many to go elsewhere, or simply reduce their water recreation. Of course, reduced income for access is a certainty.

Surely for a project as large as raising the level of the lake, a process taking years, justifies a specific area for both stockpiling materials and equipment and could also have its own lake access for barge transport. Yes, additional cost is involved, but, compared to the cost of the project and the benefit to the public and the reduction in income from users, it seems justified.

Thank you for allowing me to contribute my feelings in this matter.


George R. Koch

Classification	ENV-6.00
Project	CVP
Control No.	0700.3397
Folder I.D.	1025306



USBR-CCAO (FOLSOM) OFFICIAL FILE COPY RECEIVED		
JAN 12 2007		
CODE	ACTION	INITIALS & DATE
411		

January 12, 2007

Shawn Oliver
 BUREAU OF RECLAMATION
 794 Folsom Dam Road
 Folsom, CA 95630

Becky Victorine
 U.S. ARMY CORPS OF ENGINEERS
 1325 J Street
 Sacramento, CA 95814

Folsom Bridge Project Comments

Dear Mr. Oliver and Mrs. Victorine:

We represent the interests of hundreds of outdoor product dealers and serve as the *de facto* representatives of the millions of local outdoor enthusiasts who have visited the Sports, Boat and RV Show in its 54-year history. While we support the flood control and security measures planned for Folsom Dam and the surrounding dykes, we wholly oppose the closure of the lake, launch ramps and surrounding trails during the construction.

Folsom Lake is an important asset for outdoor recreation enthusiasts. Closing access to its shorelines and boat ramps will be very detrimental to the people who use those amenities and extremely harmful to the boat, recreational vehicle and outdoor products retailers in the region. Some of those, which depend on their proximity to Folsom Lake for their success, would very likely be forced out of business by the closure.

The access points to the lake are already highly impacted. While there is plenty of room on the water, space on the launch ramps is limited during peak times. If one launch area closes or is reduced in its capacity, the others cannot handle the increased load. Other waterways in the region, such as the American River and Sacramento River, also cannot handle the increase.

As boaters, we know the impact we, and the hundreds of thousands like us, have on the local economies. A typical day at the lake starts with a visit to a gas station and store to stock up on snacks, beverages, ice and fuel. When the day ends, we refill the fuel tanks and usually visit a restaurant for dinner. Even a small group of people spending a day on a boat brings hundreds of dollars to local businesses before and after a trip to the lake.

As representatives of the industries impacted by access to the lake and local outdoor recreation enthusiasts, we encourage continued access to the lake and its shoreline before, during and after any construction takes place.

Sincerely,

P.O. Box 1011
 Fair Oaks, CA 95628-1011
 (916) 965-9653
 Toll-Free (888) 862-8924
 Fax (916) 965-1706
 Toll-Free Fax (888) 837-6559
 Email: Info@SurfandTurfOnline.com
 www.SurfandTurfOnline.com
 Comment#200

Ian B. Cornell

Clifford K. Bresee

Bradley R. Nichelmann

Classification	ENV-6100
Project	CVP
Control No.	07002869
Folder I.D.	1025306

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: 1/16/07

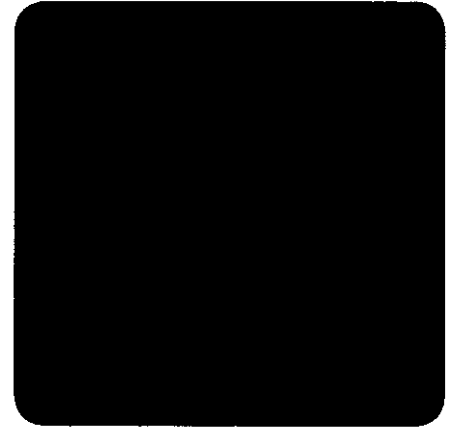
NAME: Carole + David Jones

ADDRESS: 122 Singer Lane,
Folsom CA 95630

TELEPHONE: 916-353-2829

E-MAIL: david@teiminc.com

USBR-CCAO (FOLSOM) OFFICIAL FILE COPY RECEIVED		
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COMMENT: We wholeheartedly agree with the need for this project and understand the benefit to all. We are impressed with the collaboration between the departments involved.
As a Briggs Ranch resident, we are concerned about the noise and traffic impact during what will be a project lasting years, not months. We have the impression we may be more impacted than other sites. Please keep affected residents informed of the work schedule, maybe on your website.

2) Monday - Saturday 7-7 will seem very long. Please give us our Saturday afternoons in summer and standard holidays to enjoy!

3) Please discourage water and truck vehicles from using Briggs Road as a short cut!

Please put yourselves in our position. We hope this will not affect our quality of life too drastically.

THANK YOU FOR YOUR PARTICIPATION

Remember, we are homeowners and voters!

Classification ENV-16.00
 Project CVP
 Control No. 07003912
 Folder ID: 1025306



Comment#201



SAFCA



US Army Corps
of Engineers
Sacramento District

Comment #202

Porter, Stacy

From: Miller, Rick [rmiller@amerisourcebergen.com]
Sent: Saturday, January 20, 2007 12:38 PM
To: soliver@mp.usbr.gov; Rebecca.A.Victorine@usace.army.mil.
Subject: Re: Folsom Lake Dam Retro Fit

Dear:

Mrs. Vicky Victorine
Mr. Shawn Oliver

I am writing as to my opposition to any plan to use the area known as MIAD (N. of Green Valley Rd, E. of Natoma) for any staging, construction, rock crushing and any like activity regarding the Folsom Lake Dam construction project.

I am a resident of Folsom and live in the foothills community of Empire Ranch which is across from Green Valley Rd. The noise levels are already extremely high from normal road activity 24 a day. As noted in the current Executive Summary, noise levels will increase to unacceptable levels. This valley is shaped like a bowl, so noise would travel without being muted.

Also, the prevailing wind comes out of the north blowing across the current structure over our community. In addition to 'carrying' the noise further distances, a potentially greater issue or threat to this family community is the exposure to asbestos and other construction dust and debris and the health problems these will create now and in the future.

In closing, the option would be unacceptable and would likely lead to considerable resident disruption and legal activity.

Please feel free to call me. Thank you

Rick Miller
1709 Dornie Cir
Folsom, CA 95630

AmerisourceBergen
Director of Sales, Alternate Care - West Region
916.983.1650 - Office
916.847.1650 - Cell
845.483.1822 - Fax.

1/22/2007

Porter, Stacy

From: David.B.Graves@jci.com
Sent: Monday, January 22, 2007 2:38 PM
To: soliver@mp.usbr.gov; Rebecca.a.victorine@usace.army.mil
Subject: Shock - The closing of Folsom Point

Shawn Oliver
Becky Victorine,

I am strongly opposed to the closing of Folsom Point. I have lived in Folsom for 17 years and I am currently building a custom home in the Vista Del Lago development on East Natomas right next to the Lake. One of our major decisions to build in that custom development was the proximity to the Folsom Point recreation area. I have (2) teenage boys 14 & 16 and own a ski boat to enjoy family time with them. The next 5 years are critical & special years for us as a family prior to both of them going off to college. My wife and I created a strong long term plan to build and enjoy their High School years in our new custom home right up the street from Folsom Point. Our whole family enjoys boating, picnicking, and jogging at the lake for family time. All of which we do by accessing the Lake at Folsom Point. You can imagine our disappointment and shock when it was announced January 9th 2007 the Folsom Point recreation area would be closed for the next seven years. This would devastate us as a family let alone our life investment into the custom home we are building just up the street from Folsom Point. Our house is approximately 2 months from completion and I can only imagine what this is going to do to its value and our Family plan of living in this new house. You just can not get back these next 5 years that we are entering into with our boys. These years only come once in a life time and we thought we had a very solid plan ready to be realized in a couple of months.

I urge you to reconsider this plan. Please find another location to stage construction that would cause much less impact for seven years. Many sites come to mind, primarily the look out point on the dam road which is already inaccessible to the public. That is a huge area in close proximity to your project. Even if a temporary boat launch is required for project construction access to the lake it would be a straight shot to the dam and completely accessible from the dam road that is already closed to traffic. To build a boat launch when the lake is low would be a much better idea for all. Financially I am sure it would calculate out as well when compared to the lost revenue of losing Folsom Point for 7 years, and to the lost revenue to the local businesses that rely on the Lake. The increased traffic at Folsom Point on Natomas street and loss of property values would be a huge negative impact to the City of Folsom Residents.

Also, there is plenty of state land on either end of the dam road that could be utilized for construction staging as well that would create less impact to the City of Folsom. Please provide an impact report for consideration of all of these sites prior to taking the easy one of Folsom Point.

Please consider the Fiscal Impact to the many Folsom Residents & Local Businesses that have a similar story to mine. Please understand the additional stress of building a custom home for the last two years right down the street from the lake access that was just announced to be closed for seven years.

I throw myself at your mercy and plea with you to find another location more suitable for the community.

Thank you for your consideration. Please keep me informed via e:mail or telephone to the outcome of this decision.
Have a good day!

David Graves
(Folsom Jr. Bulldog & High School Coach) Account Executive- Major Projects Johnson

Control Comment #203
103 Woodmere Road Suite 110
Folsom, CA 95630

Tel# 916 294-8808
Fax# 916 294-8889

Comment #204

Porter, Stacy

From: John and Sandii Dalessi [dalessi8@comcast.net]
Sent: Tuesday, January 23, 2007 9:52 PM
To: soliver@mp.usbr.gov; mfinnegan@mp.usbr.gov; rebecca.a.victorine@usace.army.mil
Subject: Proposed Closure of Folsom Point

To whom it may concern;

We strongly object to the proposed closure of Folsom Point State Recreation Area and urge you to choose an alternative solution. Folsom Point is used by many thousands of community members in the Folsom and El Dorado Hills area throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the local economy and quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well. Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.

Sincereley
John and Sandii Dalessi
El Dorado Hills

1/24/2007

COMPUTATION SHEET

BY	DATE	PROJECT	SHEET ____ OF ____
CHKD BY	DATE	FEATURE	
DETAILS			

Folsom Pt. Park closure comment:

During the spring, summer and fall months numerous bass fishing tournaments have been held (almost every weekend) at this boat ~~launch~~ ramp site. ~~It~~ Similarly Granite Bay is crowded. Will accommodations be made to accommodate loss of access to lake.

✓ Comment given to me by Steve Shiver on 1/18/07
anonymous

Porter, Stacy

From: Leard, Thomas E. [tom.leard@hp.com]
Sent: Wednesday, January 24, 2007 4:19 PM
To: themayor@folsom.ca.us
Cc: rebecca.a.victorine@usace.army.mil; mfinnegan@mp.usbr.gov
Subject: "PROPOSED" CLOSURE OF FOLSOM POINT STATE PARK (AKA) DYKE 8) by BUREAU OF RECLAMATION AND U.S. ARMY CORPS OF ENGINEERS

January 24, 2007

To: Mayor Andy Morin
CC: Shawn Oliver at Bureau of Reclamation & Becky Victorine at U.S. Army Corps of Engineers

RE: "PROPOSED" CLOSURE OF FOLSOM POINT STATE PARK (AKA) DYKE 8) by BUREAU OF RECLAMATION AND U.S. ARMY CORPS OF ENGINEERS

Please be advised that we, citizens of Folsom, CA have been put on notice that a proposed closure of our local state park is scheduled for the fall of 2007. The 100% closure is for a lengthy period of 6 - 7 years. This proposal comes from the Bureau of Reclamation and the U.S.

Army Corps of Engineers. It is our understanding that our beautiful park and recreation area will be used as a construction staging area for different work projects on the dam and Mormon Island Spillway by the Bureau and Army Corps of Engineers.

It is our belief that this closure will have deep and dramatic effects on families, businesses, tourism and the environment. The consequences are far reaching. This is a family community. We bring our children to the lake to walk, bike, swim, picnic, fish, boat and just enjoy nature.

This scenario is repeated over and over again. Folsom Point is one of the primary reasons people buy homes in the area. The park is one of the jewels of Folsom. Bird watchers frequent the park. I might point out that even though the Bald Eagle is no longer on the endangered species list, it is still protected by the "Bald and Gold Eagle Protection Act". It is my understanding that one of the afforded protections is not to disturb the nesting area or flight pattern area.

This needs more investigation at Folsom Point Park. We have not been given adequate enough time to investigate the impact that this proposal will have on our environment. We have other migratory birds that now nest there as well. This is a pathway for many other animals as well.

The business in Folsom will definitively realize a negative impact. Our business owners look forward to the summer months when tourists and other lake traffic provide much needed revenue. Our businesses suffered with the closure of Dam Road across Folsom Dam, and now this may be the proverbial "straw" for financial loss. Business owners have expressed a great concern.

We do not oppose positive improvements on the dam. But, we request a staging area that will not hurt so many families, livelihoods, wildlife, and real estate values. In all truth we have not been given adequate time in which to address these issues. Our first notice was on January 9th, 2007. We were advised that 3,000 flyers were sent out. This is a city with a population of 63,000. The deadline given us to discuss the closure is Friday Jan 25th, 2007. That is essentially "no notice." We need counsel as to our rights and the right of the wildlife who cannot speak for themselves.

We ask you, as our voice and representatives, to please aid us in this endeavor.

Respectfully,

Thomas E. Leard
Concerned Citizen and Resident of Folsom, California.

916-294-0199

Comment #207

Porter, Stacy

From: pmjklugo@sbcglobal.net

Sent: Wednesday, January 24, 2007 7:42 PM

To: soliver@mp.usbr.gov; Rebecca.A.Victorine@usace.army.mil

My family and I moved to Folsom recently for amny reasons but one of the main reason was Folsom Lake. We bought our home in Empire Ranch partly because it was close to Folsom Point boat launch.

The idea of closing this access point would essentually take away a large family activity. My children are currently 6 and 8 which mean if Folsom point was to close for 7+ years then this would prevent us from this enjoyment.

Please - DO NOT CLOSE!

Phil, Jacqueline, Joshua and Gianna Lugo
Folsom, CA

PS: Brown Revine is already impacted for many summer weekends as it is - closing Folsom Point would make this situation worse.

1/25/2007

Comment #208

Porter, Stacy

From: Theodore White [tjwhite6693@sbcglobal.net]
Sent: Wednesday, January 24, 2007 7:18 PM
To: themayor@folsom.ca.us
Cc: mfinnegan@mp.usbr.gov; Rebecca.a.victorine@usace.army.mil
Subject: PROPOSED CLOSURE OF FOLSOM POINT

This e-mail is in protest of the possibility of closing Folsom Point during the building of the new span across the American River.

After 911 the dam road was closed creating a hardship on many people and businesses. Instead of using less fuel for our vehicles we increased gas usage. The reason for the closure was that someone could blow up the dam from the roadway. I'm a retired California Highway Patrolman and I know that anyone that wants to can blow up ANY dam they want to can by filling a boat up with explosives and driving it into the dam itself. This would cause more damage than a vehicle sitting on the road at the top of the dam with explosives. Now, your considering closing Folsom Point for the duration of building the new span.

I have a boat and use Folsom Point every week during the summer. The launching areas available now are so busy in the summer that there's a good chance you can't even get in. On the weekends when the weather is exceptional all of the parking facilities for the lake fill up quickly. If you close Folsom Point that leaves only one other facility on the east side of the lake, Browns Ravine, to launch. Browns Ravine is very limited in parking.

I know for a fact that there are other places on the dam property that could be used, i.e. the parking lot at the east end of the bridge is an ideal place. It would be out of the way and would not affect anybody. Thousands of residents have been affected with the closure of the dam road and now thousands more will be affected.

From the flyer's I've read the public was given notice on January 9, 2007 with with 3,000 flyer's????????????? The city of Folsom has a population of approx 63,000 and then there's El Dorado Hills and other surround cities that use Folsom Lake We were given a deadline to discuss the closure of January 22, 2007. Our elected officials are suppose to look at the overall picture and do what's right for the residents in the area - THIS WHOLE THING SMELLS TO ME.....

Please think of the public when you make your decision as to this issue.

PS: We moved to your city to have quick access to Folsom lake. If you close Folsom Point I would consider moving.....

Ted and Maggie White

1/25/2007

Comment #209

Porter, Stacy

From: Dearoledad@comcast.net

Sent: Wednesday, January 24, 2007 7:27 PM

To: mfinnegan@mp.usbr.gov

Cc: Folsom point

To whom it may concern,

It seems that you think that all the rest of the launches will handle the extra traffic that closing Folsom point would create do not do this. I pay taxes and fees just like everyone else.

Mark Rucker

1/25/2007

Porter, Stacy

From: Nigel Olding [nigelolding@comcast.net]
Sent: Wednesday, January 24, 2007 7:37 PM
To: soliver@mp.usbr.gov
Cc: rebecca.a.victorine@usace.army.mil; Kris Olding
Subject: RE: Folsom Dam Safety and Flood Damage Reduction Draft EIS/EIR

Dear Mr. Oliver,

I am writing to provide feedback to you about the Draft document published recently.

As a Folsom resident, I believe that the closure of Folsom Point for up to 7 years will be a disaster for the City and local area, and must be reconsidered immediately. The impact on local business and residents will surely equal the other disastrous decision made by agencies out of the local area - namely, the closing of the Folsom Dam road due to 'security threats'. It is plain to me by looking at the condition of the historic area that the road closure has had a profound effect on the City, and the closing of facilities at the dam - Folsom Point - will surely have another negative effect, and hardly can be considered a 'fair' or 'shared' impact on the local community. Any plan that calls for the closing of existing recreational areas for multiple years, or other huge local impact, has to be regarded as flawed, particularly in light of the damage done to the City in the last few years by similar ill-considered closures.

What are the other options that were considered and discarded? Why can't a staging area be constructed elsewhere to have a lesser impact on the existing recreational facilities? A project of this magnitude should surely be capable of including the construction of a staging area in an area with less impact. If not, why not?

Please amend this draft plan to include staging in an area that will have far less local impact.

Thank you.

Also, I would like to point out that the EIS/EIR PDF documents are currently unavailable for review at the www.usbr.gov/mp website - any attempt to access them simply crashes the browser (Internet Explorer, Firefox or Opera). Is there an explanation for this sorry state of affairs?

Yours sincerely,

Nigel Olding
111 Arrowsmith Dr
Folsom, CA 95630

Comment #211

Porter, Stacy

From: Beth Beckmann [bradyandbeth@yahoo.com]
Sent: Wednesday, January 24, 2007 7:21 PM
To: mfinnegan@mp.usbr.vov; soliver@mp.usbr.gov; Rebecca.a.victorine@usace.army.mil
Subject: Folsom Point Closure

To all concerned,

Our family was astonished when we heard of the possibility of Folsom Point closing.

We moved to Folsom 6 years ago and access to the Lake was one of our key purchase decisions. We bought a boat because of our vicinity to the lake. We poured a driveway and re-landscaped our yard to store our boat. We have purchased an annual pass every year and we use the lake all of the time!! Our kids are 7 and 10. They both learned to kayak, kneeboard, waterski on doubles then on a single ski and now are venturing into wakeboarding. We go fishing, swimming and sometimes just drive around the lake and meet up with friends to have picnics and enjoy our incredible surroundings.

Closing Folsom Point will dramatically effect the quality of our lives. It is not like we can just drive down the road and launch at Brown's Ravine. The other launch ramps will NOT be able to keep up with the demand on the lake. Most of us will be turned away on the weekend.

A seven year closure will mean that our "Family Time" on the boat is gone. Gone until my kids are 14 and 17. High school and college age. In essence, the rest of their childhood. Please do something to STOP THIS!!!

Is it possible to stage the work equipment on property closer to the Dam Road or the prison? I just cannot fathom another hit on the residents and businesses of Folsom.

Please recognize this decision a complete disaster for the residents of Folsom.

I sincerely appreciate your efforts to find another solution to this problem.

Thanks in advance,
Brady, Beth, Kristen and Alex Beckmann

Be a PS3 game guru.
Get your game face on with [the latest PS3 news and previews at Yahoo! Games.](#)

1/25/2007

Comment #212

Porter, Stacy

From: Brett Heeke [bheeke33@comcast.net]
Sent: Wednesday, January 24, 2007 4:41 PM
To: soliver@mp.usbr.gov; mfinnegan@mp.usbr.gov
Subject: Folsom Point closure proposition

I am a Folsom Resident living within walking distance to Folsom Point/Dyke 8 and am very opposed to the proposition of closing the Folsom Point.access.

This will be heavily destructive to our community and a lifestyle which makes Folsom such a great place to live.

Please use all means necessary in finding an alternative for the Folsom Dam retrofit project.

Sincerely,
Brett Heeke
104 Fath Court
Folsom, CA

1/25/2007

Comment #213

Porter, Stacy

From: Matt Henry [mattwheny@gmail.com]
Sent: Wednesday, January 24, 2007 3:04 PM
To: soliver@mp.usbr.gov
Subject: Folsom Dam Upgrades

Dear Shawn Oliver,

I am sending you this e-mail to voice my opinions about the Folsom Dam Upgrades. I think that upgrading Folsom Dam is an excellent project. My feeling is that it is not a matter of if there is another major flood in the area only a question of when. Post Hurricane Katrina I don't think is responsible to ignore any reasonable opportunity to improve flood control. I am a White Water Guide on the South Fork of the American River and so my initial thoughts regarding dams are usually negative. However, I think this is a very positive project. I'm sure you know the arguments better than I regarding this project so I will not rehash what I know. I am a local Sacramento resident and spend much time around Folsom lake. Thank you for your consideration.

Matt Henry
(760)715-9920
PO Box 432
Davis, CA 95617

1/25/2007

Comment #214

Porter, Stacy

From: Mssonarita@aol.com
Sent: Wednesday, January 24, 2007 3:03 PM
To: soliver@mp.usbr.gov
Subject: "Proposed" closure of Folsom Pt. State Park

Dear Mr. Oliver,

My e-mail message is in regard to the "proposed" SEVEN" year closure of Folsom Point State Park (AKA Dyke 8), with the purpose being, to use this beautiful state park as a staging area for different work projects on the dam and Mormon Island Spillway. I just cannot figure out why in the world, the Bureau of Reclamation and the U.S. Army Corp of Engineers, would ever make this decision, when there are other properties available, nearby, in which to use as a staging area?

Closing a California State Park to thousands and thousands of families, for SEVEN years makes absolutely no sense to me, and I am outraged!!!! What are you thinking?

I do not oppose positive improvements to the dam, of course, but there should be more consideration, and thought, given to these many, many families, businesses, and the environment, of which all, will be directly affected by this ridiculous proposal. Closing a very, very utilized state park for SEVEN years is just plain nuts!!!

Please explain to me why our government came up with this particular site, when there are other nearby areas that could be used, with far less impact on the community?

Our two daughters, and their families, live in Folsom and are absolutely devastated with this "proposal". Please, Mr. Oliver, look into your heart, and choose an alternate site for this project.

Sincerely,

Sonia Deauville
7461 N. Teilman
Fresno, Ca 93711
mssonarita@aol.com

1/25/2007

Porter, Stacy

From: Diane Star AndersonHicks [andersonhicks@earthlink.net]
Sent: Wednesday, January 24, 2007 11:41 AM
To: soliver@mp.usbr.gov
Subject: Folsom Lake

To Bureau of reclamation.

We are very concern about the potential closure of various recreations area at Folsom Lake. Our family utilizes the Lake at least 2 times a week. How can we obtain more information about this issue?

Thank you
Mr. Darrell Fullerton
Mr. Robert Hicks
Mrs. Diane Star AndersonHicks

Comment #216

Porter, Stacy

From: Meisenbud4@wmconnect.com
Sent: Wednesday, January 24, 2007 11:50 AM
To: soliver@mp.usbr.gov
Subject: appalled

AT this idea to close Folsom Pt for 7 years. Why? I find this unacceptable as well. You people are terrible. This is a drought year coming up, we take all our kids there to beat the heat. This is the LAST open area of Folsom left. F_ck off with this!!!!

I'm going to the meetings to protest and I live in Carmichael and vote.

P McM

1/25/2007

Comment #217

Porter, Stacy

From: Patchett, Susan@DCSS [Susan.Patchett@dcss.ca.gov]
Sent: Wednesday, January 24, 2007 12:09 PM
To: soliver@mp.usbr.gov
Subject: Closing Folsom Point

Why not use the Folsom Dam Road recreational area for a staging area? There is a large parking lot that could be used and also there would access to the lake.

[Susan Patchett](#)
[Department of Child Support Services](#)
[Accounting Services Branch](#)
[\(916\) 464-3906](#)
Email-Susan.Patchett@DCSS.ca.gov

1/25/2007

Comment #218

Porter, Stacy

From: Kelley [pioneerflt@comcast.net]
Sent: Wednesday, January 24, 2007 1:49 PM
To: soliver@mp.usbr.gov
Cc: Rebecca.A.Victorine@usace.army.mil
Subject: Folsom point closure opposition

Dear Mr. Oliver,

Today I read in the Folsom Telegraph newspaper of intentions to close Folsom Point at Folsom Lake. I am shocked and dismayed that it is the intent of the government to close a recreation area that is so important to so many. Just as the Bureau looked for ways to close the most beautiful scenery (Folsom Dam road) in the area, now you look to take away even more from area residents. I go on record as opposing the closure. Surely there must be a compromise.

Sincerely,

Mr. Kelley V. Thorn
500 S. Lexington Dr.
Folsom, CA 95630
916 869-1972

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No virus found in this outgoing message.

Checked by AVG Free Edition.

Version: 7.5.432 / Virus Database: 268.17.8/649 - Release Date: 1/23/2007 8:40 PM

1/25/2007

Comment #219

Porter, Stacy

From: Barbara [bangeja@directcon.net]

Sent: Wednesday, January 24, 2007 1:47 PM

To: mfinnegan@mp.usbr.gov; soliver@mp.usbr.gov; rebecca.a.victorine@usace.army.mil

Subject: Folsom Point

I am writing to ask you PLEASE do not close Folsom Point(Dyke 8) while you retrofit the Folsom Dam. We suffered the loss of our travel trailer spot on Lake Berryessa where we used to launch our boat because of Federal Bureau of Reclamation issues and purposely moved to Folsom to be able to continue our pleasurable boating, fishing, and waterskiing. If you close Folsom Point, we will never be able to use Brown's Ravine without the risk of overcrowding because of the closure of Folsom Point.

We have our son and his family (an 8 yr. old and 4 yr. old) who love to water-ski and go out on the lake in our boat.

Please consider other options for your retrofit project and do not close any of the launching facilities on Folsom Lake.

I look forward to your reply.

1/25/2007

Comment #220

Porter, Stacy

From: Heather Sibilla [hsibilla@folsom.ca.us]
Sent: Wednesday, January 24, 2007 1:11 PM
To: soliver@mp.usbr.gov
Subject: FW: Do not allow the closure of Folsom Point!

From: gaudyf@comcast.net [mailto:gaudyf@comcast.net]
Sent: Tuesday, January 23, 2007 4:17 PM
To: The Mayor; ericking@folsom.ca.us; corrprincess@ardennet.com; Jeff Starsky; Steve Miklos
Subject: Do not allow the closure of Folsom Point!

City Council Members,

I would like to express my disapproval for any plans to close Folsom Point as was suggested by the Fed Govt. The city has already been affected greatly by the quick closure of the Dam Road, and this move would severely impact all of the residents of Folsom and the surrounding areas that use Folsom Lake for recreation.

Fernando Gaudy
104 Flood Ct.
Folsom,

1/25/2007

Porter, Stacy

From: allarea@sbcglobal.net
Sent: Wednesday, January 24, 2007 10:53 AM
To: soliver@mp.usbr.gov
Subject: E-mail-A-Friend: Folsom Point closure protested

Comment:

We won't stop fighting this just because the comment period ends....look for our full page add too.

Story:

Folsom Point closure protested
Hundreds attend Saturday's rally in effort to save lake access

Protesters angry over the Bureau of Reclamation's proposed closure of Folsom Point showed up at the recreation area on Saturday.

By 12:15 p.m., approximately 150 people filled the parking lot at the corner of East Natoma Street and Folsom Point and more continued to stream in throughout the afternoon. Many took to the sidewalks to wave signs and encourage drivers to honk in protest.

For more of this story, click on or type the URL below:

http://folsomtelegraph.com/articles/2007/01/24/news/top_stories/01protest.txt

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Porter, Stacy

From: bob@premiumheatingandair.com
Sent: Wednesday, January 24, 2007 9:02 AM
To: soliver@mp.usbr.gov
Cc: Rebecca.A.Victorine@usace.army.mil
Subject: folsom point closure

Shawn and Rebecca,

I am writing to voice my displeasure with the proposed closure of Folsom Point. As a husband and father of two, the recreational access afforded by Folsom Point is an integral part of my family's outdoor life. We launch our boat to fish, ski and picnic from Folsom Point year round. It is unacceptable to fully close a major part of our life for convenience and cost savings by construction crews. The remaining launch points for Folsom Lake will be shut down with regularity during peak season due to severe overcrowding. As it is, Folsom Point gets overcrowded occasionally. Please re-consider closing Folsom Point and create a floating barge and/or temporary platform system for staging equipment. It is important to all of us, in Folsom, and beyond, that a part of our livelihood remains accessible. Our children's' formative years are the most critical, do not deny their opportunities for the sake of convenience. There are more reasons that Folsom Point should remain open, but I feel I have stated the most important one. Thank you for reading this letter and please feel free to respond at any time.

Sincerely, Robert Jeffrey

Premium Service at an Affordable Price

Please contact Bob at 916-944-8829 for detailed information regarding commercial or residential service, installation and maintenance on any HVAC equipment.

Comment #223

Porter, Stacy

From: Charlie Parrish [charlesparrish@sbcglobal.net]
Sent: Wednesday, January 24, 2007 8:47 AM
To: soliver@mp.usbr.gov
Cc: Rebecca.A.Victorine@usace.army.mil; admindept@folsom.ca.us; sryan@folsom.ca.us; prdept@folsom.ca.us; themayor@folsom.ca.us; jstarsky@folsom.ca.us
Subject: Proposed Closure of Folsom Point

To Bureau of Reclamation & Army Corp of Engineers,

I was shocked this morning to open up the Folsom Telegraph and read about the proposed closure of Folsom Point. Along with many of the protestors at Folsom Point last week, I too live in the area and my family spends many summer days at Folsom Point picnicing and boating. The entire Folsom Dam issue including the road closure has been a real sore spot for me and many Folsom residents and my family and adding to that for another seven years is ridiculous.

According to the newspaper article, the city has already proposed alternatives which appear to have gone unrecognized by your two organizations.

As you continue to restrict access to the lake more and more, we, the residents of Folsom, become more and more angered by your actions.

Look for an alternative and keep access to our lake OPEN!!

Folsom Resident,
Charlie Parrish

1/25/2007

Comment #224

Porter, Stacy

From: clifford [cbpayne1@comcast.net]
Sent: Wednesday, January 24, 2007 8:08 AM
To: soliver@mp.usbr.gov
Subject: Folsom Point

I've lived in Folsom for 13 years. I have no problem with the closer of the point so that you can do the work you need to do. People in this town are greedy, and selfish. They only care about themselves. Since the closure of the Dam road traffic has increased on Green valley. I say close Dyke 8 and get rid of the drugs, drinking and traffic for the next 7 years. If you go somewhere else in Folsom they will only complain over that spot too.

1/25/2007

Porter, Stacy

From: Victoria Walasek [vickyw@comcast.net]
Sent: Saturday, January 20, 2007 10:30 AM
To: mfinnegan@mp.usbr.gov; soliver@mp.usbr.gov; rebecca.a.victorine@usace.army.mil
Subject: Folsom Point

Please keep this place open to boaters!!!
Vicky Walasek

Comment #226

Porter, Stacy

From: benson dawn [predawn2001@yahoo.com]
Sent: Saturday, January 20, 2007 8:53 AM
To: soliver@mp.usbr.gov; mfinnegan@mp.usbr.gov
Subject: Folsom Point Closure

As a long standing member of the community of Folsom, I have seen many changes to our community throughout the years. I know that the City Leaders could care less if **Folsom Point** is closed for seven years, but the economy is going to be greatly altered for surrounding businesses, not only in **Folsom**, but also **El Dorado Hills**. Many locals rely on the Spring, Summer and Fall recreational use of the lake to greatly supplement their income. Closure of Folsom Point could be disastrous for many local businesses. **Folsom Point** is not just a boat launch, but also an area for locals to run, walk and bike throughout the year. Seven years (if not longer), is a long time to not be able to enjoy what little of nature we have left. As a concerned, uninformed community, we encourage you to find an alternative area to store your equipment for upcoming projects. **Please**, help us to save what little open space we have left to enjoy. Think about what affect the closure of Folsom Point will have on other communities, such as El Dorado Hills and Granite Bay. The closure could prove to be an overwhelming blow to an already busy, overcrowded recreational season.

Thank you for your time,

Andy Benson

[Never miss an email again!](#)

[Yahoo! Toolbar](#) alerts you the instant new Mail arrives. [Check it out.](#)

Porter, Stacy

From: Teresa Black [teresalblack@hotmail.com]
Sent: Saturday, January 20, 2007 8:46 AM
To: soliver@mp.usbr.gov; %20mfinnegan@mp.usbr.gov
Subject: Folsom Point Closure

To whom it may concern;

I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well.

Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.

Teresa Black

Valentine's Day -- Shop for gifts that spell L-O-V-E at MSN Shopping
<http://shopping.msn.com/content/shp/?ctId=8323,ptnrid=37,ptnrdata=24095&tcode=wlmtagline>

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January 13, 2007

Shawn Oliver
Bureau of Reclamation
7749 Folsom Dam Road
Folsom CA 95630

Dear Shawn,

I take exception to closing the Folsom Point ramp for seven years. You undoubtedly heard much about economic impacts already. I hope someone already mentioned that these impacts constitute quality-of-life issues that would likely be reflected in real estate values, etc.

Please consider another staging site, or if it is the ramp that you need, please build a new ramp at Browns Ravine or nearby then close Folsom Point. I'd even be happy with a good ramp system at Beales Point.

I worked in state government long enough to understand the trouble not-in-my-backyard attitudes can cause. I hope we can avoid such attitudes with the Folsom Lake upgrade.

Sincerely,



Roy Moore
9193 Winding Oak Drive
Fair Oaks, CA 95628

Classification	ENV-6.00
Project	CVP
Control No.	07003768
Folder I.D.	1025306

USBR-CCAO (FOLSOM) OFFICIAL FILE COPY RECEIVED		
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411		

Jim Kinnicutt
110 Darrington Dr.
Folsom, CA 95630
916/985-7770

January 16, 2007

Shawn Oliver
BUREAU OF RECLAMATION
794 Folsom Dam Road
Folsom, CA 95630

Becky Victorine
U.S. ARMY CORPS OF ENGINEERS
1325 J Street
Sacramento, CA 95814

Dear Mr. Oliver and Mrs. Victorine:

I am writing to both of you on this topic, as I was unable to attend a meeting at 6 p.m. on the 10th at the Folsom Community Center, 52 Natomas Street. I received an email from one of my neighbors that morning. Unfortunately I was on the east coast for meetings, otherwise I would have been able to attend. I was a little taken aback however on the extremely short notice for this meeting.

Folsom Lake is an important asset for outdoor recreation enthusiasts and as such has a very big impact on home values and our economy. Closing access to its shorelines and boat ramps will be very detrimental to the people who use those amenities and extremely harmful to the local home values in the region. Some of the local businesses, which depend on their proximity to Folsom Lake for their success, could very likely be forced out of business as well.

I myself just purchased a home in Briggs Ranch. It closed in May and I just moved in last July. I paid a premium, even though we were in a "down" market, for the specific purpose of having access to Folsom Point. There were several families at that point competing for homes in this area and it was at a time when there were surplus homes that were, and still are, available in other areas for VERY attractive comparative prices. Now to think of losing this access for up to seven years is, to say it politely, very disappointing. Not only from an access to the lake point of view, but from the perspective of the impact it will have on my investment. All of the sudden, Folsom becomes a bad investment. Is this truly the impact you wish to have on our community?

The impact will be enormous, not only to me but our community. In the light that there are other alternatives to consider, I hope you will give this further thought. I would suggest considering the sides of the now closed Dam Road as well as the large parking area to the closed vista/picnic area, also closed to the public.

I find it interesting that the announced time of the meeting came out on the same day of its occurrence. I would obviously not be alone in being extremely disappointed to loose continued access to the lake and its shoreline before, during and after any construction takes place.

Sincerely,



Classification	ENV-6.00
Project	CVP
Control No.	07003770
Folder I.D.	1025306



Pinebrook VILLAGE

7900 Folsom-Auburn Road
Folsom, California 95630
(916) 988-6636

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411		

January 15, 2007

Mr. Shawn Oliver
Bureau of Reclamation
7794 Folsom Dam Road
Folsom, CA 95630

Re: Draft EIS/EIR Folsom Dam Modifications

Dear Mr. Oliver,

You are undoubtedly familiar with the location of Pinebrook Plaza and Pinebrook Village because of the proximity to your office. We have two major concerns with the proposed closing of Folsom Point and the raising of the Dam.

It is a natural presumption that closing Folsom Point would not impact this side of the river. This is not true. Because Folsom Lake is one of the most popular recreational areas in the State, we often feel the impact from Beal's Point. There is an inclination to stash one or more cars in our parking lot at the Plaza so that a third car is the only one charged a Park entry fee.

Beal's Point is also closed a number times throughout the summer because of overflow crowds. We again find the park users filling our parking lot. Any reduction in access to Folsom Lake, although it may be on the other side of the river, will bring more abuse of our available parking. **Fourteen** businesses will be adversely influenced. The Plaza is the closest point of entry to Beal's Point where a car can be left when roadside parking is unavailable or the park is closed. Recreational users walk into the lake leaving their vehicles at Pinebrook Plaza. If Folsom Point is not available they will come to this side of the river further aggravating the current problem.

We also have a continuing concern about the high water table in this area. Because manufactured homes are installed on piers, any loss of stability of the soil is a concern.

We feel these items should be considered when authorized changes in the project are under consideration. Folsom Point must remain open to meet recreational needs.

Sincerely,

Neva J. Cimaroli
Co-owner

cc: Kerry Miller, City Manager, City of Folsom

Classification	ENV-6.00
Project	CVAP
Control No.	07003779
Folder I.D.	1025306

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January 15, 2007

Mr. Shawn Oliver
Bureau of Reclamation
7794 Folsom Dam Road
Folsom CA 95630

Dear Mr. Oliver,

Thank you for discussing the Folsom Lake Flood Control Project with me at the Public Hearing last week. I'm writing to you to voice concerns on behalf of the Sacramento Valley Marine Association. The organization I represent has 30 Members who have boat dealerships within the greater Sacramento Metropolitan area and generate in excess of \$100 million dollars in annual sales.

I hope to provide information that will help the Bureau of Reclamation better understand the impacts this project will have on the Boat Dealers, Merchants, City of Folsom, Parks and Recreation and the local economy in the Sacramento region.

As an organization representing the recreational industry we support properly managed valuable water resources, the flood control upgrade and the bridge crossing at Folsom Lake. It is not our desire to stop this project, but instead help minimize or eliminate the impacts to the business community. As stated in the EIR with interpretation, this project will cause hardship on the local economy.

The City of Folsom, Eldorado Hills and the South Placer Communities use Folsom Lake as the barometer for success. The business community is directly tied to lake levels, public access, and water availability at this facility. After reviewing the EIR for this project, it suggests the closure and or partial closure of several major access points on Folsom Lake which include Folsom Point, Beales Point and Granite Bay. Closure or restriction of any access points to the lake will have significant revenue impacts on the local Boat Dealers and merchants, the City of Folsom and Parks and Recreation who solely depend on this facility for their revenue.

We ask that you allow us to provide input and include us in any way possible to help mitigate the lost revenue exposure described in the current plan. We submit to you there are alternate options and ways to complete this project that will minimize impacts to lake access and maintain a healthy business environment for the merchants.

The following items should be considered as options:

- Identify alternate staging areas to eliminate park access point closure.
- Minimize or restrict construction during peak summer season time.

Classification	ENV-6.00
Project	CVP
Control No.	07003777
Folder I.D.	1025306

- **Construct additional lake launching access points and possibly retain after construction is complete.**

On behalf of the Sacramento Valley Marine Association, we look forward to providing input and working together to make this project business and community friendly. If you wish to contact me for further discussion, I can be reached at 916-988-1704.

Sincerely,

A handwritten signature in black ink that reads "Paul J. Moynier". The signature is written in a cursive style with a large, sweeping "P" and "M".

**Paul Moynier
President
Sacramento Valley Marine Association
7450 Folsom Auburn Rd.
Folsom, CA 95630**

**Cc: Jerry Herota
Craig Larson
Barry Paulsen
Bob Cope
Bob Gorman**



January 16, 2007

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Mr. Shawn Oliver
Bureau of Reclamation
7794 Folsom Dam Road
Folsom CA 95630

180 Cirby Way
Roseville, CA 95678
(916) 781-3636
www.ncpa.com

Mrs. Becky Victorine
U.S. Army Corps of Engineers
1325 J Street
Sacramento, CA 95814

Dear Mr. Oliver and Mrs. Victorine:

This letter responds to your December 21, 2006 request for comments on the Folsom Dam Safety and Flood Damage Reduction (DS/FDR) Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). The Northern California Power Agency (NCPA) provided oral comments at the public hearing on January 9, 2007, and this letter supplements those statements.

NCPA supports the flood damage reduction features proposed for this project. In our review of the document, however, we believe more thorough explanations of some of the features and relationships of the project are needed. The following comments address those concerns.

We recommend that the EIS/EIR more clearly state in the opening paragraphs the various components of the DS/FDR, which agency has the responsibility for completion of each component, and the proposed cost sharing responsibility. Table ES-1 could be expanded to include the above request, and should include ecosystem restoration and L. L. Anderson work. The opening paragraphs should clarify that the only joint federal project is the auxiliary spillway.

The process to allocate the joint federal project auxiliary spillway costs between safety of dams and flood control should also be discussed, along with the opportunity for public input on the proposed allocation. The 2002 Corp of Engineers Chief's Report indicated that approximately 48% of the proposed project cost would be allocated to safety of dams and 52% would be allocated to flood control. The basis for this determination was not disclosed. Later, a computation error was found in the report, and the proposed allocation was changed to 43% for safety of dams and 57% to flood control. Again, the basis of the allocation was not disclosed. We recommend the cost allocation process be made transparent for all of the project features and allow for public input.

We believe the *separable costs/ remaining benefits* allocation procedure should be used to allocate the joint federal project costs for the auxiliary spillway. The costs that are specific to the Corps of Engineers should be allocated to flood control, and Reclamation costs specific to safety of dams should be allocated in accordance with the existing safety of dams formula. We also believe that the estimated costs of the five alternatives, along with the benefits, should be included in the EIR/EIS. The estimated cost and benefits for the preferred alternative were shown on an informational display at the public hearing, but were not shown in the socioeconomics section of the EIS/EIR.

Classification	ENV-6.00
Project	CVP
Control No.	07003773
Folder I.D.	1025306

We are concerned that a flood control reservation is being set at between 400,000 acre-feet and 600,000 acre-feet for Folsom Dam, when a more flexible reservation system would greatly increase the value of the water resource. A flexible reservation should include factors such as the water year type, the ability to make earlier releases to increase the flood control reservation as needed, and forecast based operations. Thus, for example, a drier water year would have a smaller reservation for flood control, allowing more water to be kept in Folsom Dam to meet recreation, water temperature, water quality, environmental, irrigation, municipal and industrial, and power needs. Pre-releases could be made if a large storm approaches the area in order to create a larger flood control reservation. A strict acre-foot flood control reservation system may create too large of a hole in a dry water year to allow the reservoir to fill and meet the Folsom Dam water requirements.

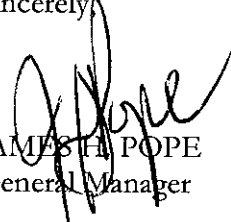
We also support the continued utilization and improvement of forecast based operations to predict flood events. We believe it is important for the Corps to incorporate an advanced release methodology based on weather forecasts to reduce the flood exposure in California. A discussion of how the Folsom Reoperations Study ties into this EIS/EIR should be included in the document.

There is little discussion on the temperature control shutters in the document. We believe this presents a great opportunity to design a more comprehensive temperature control device, similar to that being used for Shasta Dam, where water can be gathered from all levels of the reservoir and put through the generation penstocks. This would greatly enhance the ability to control American River temperatures, and would also eliminate the need to bypass the generators in dry water years, which deprives California of greenhouse gas emissions free power generation.

My last comment relates to the security features, which are only obliquely discussed under the alternatives listed in this EIS/EIR. The document did not provide any details regarding the anticipated cost or how those costs would be allocated to the various project purposes. We believe these issues should also be vetted in a public forum.

We appreciate your consideration of these comments. Please contact Jerry Toenyes at (916) 781-4297 or Alan Zepp at (916) 781-4238 of NCPA staff if you have any questions regarding these comments.

Sincerely,



JAMES H. POPE
General Manager

JHP:dd
7.03

Comment #233

Porter, Stacy

From: CoopKiss@aol.com
Sent: Saturday, January 20, 2007 1:54 PM
To: soliver@mp.usbr.gov
Subject: Folsom Point Closure

S Oliver,

I am writing in protest to the proposed closure of Folsom Point. Many people in this area have purchased homes here because of the easy access to the lake. Businesses and residents alike have suffered because of the closure of the dam road. Now we are having to take another blow with the possible closure of our access to the lake. There has got to be another way to accomplish what needs to be done without closing this park.

The lookout point by the Dam itself sits empty and is already set in an area with easy access to the Dam. The road there is already closed and would put no one out.

Please find another way to accomplish your task.

Kristi Cooper
Folsom Resident

1/22/2007

Porter, Stacy

From: Alan Daily [alan@daily.org]
Sent: Saturday, January 20, 2007 2:31 PM
To: rebecca.a.victorine@usace.army.mil; soliver@mp.usbr.gov; mfinnegan@mp.usbr.gov
Cc: alan@daily.org
Subject: Folsom Point

We live a few blocks from Folsom Point and would be very disappointed to have it closed for any length of time. Closure and storage of construction equipment would have a serious negative impact on this residential area.

Please utilize other non-residential and less used areas. Closure would negatively impact locals as well as thousands of others who come to the lake for year round enjoyment.

Please remember that the Folsom Dam road has already been closed with a significant negative impact. No more, please.

Marilyn Daily
Alan Daily

213 Briggs Ranch Dr
Folsom CA 95630

Comment #235

Porter, Stacy

From: Matt and Emily Brayton [mattemilybrayton@comcast.net]
Sent: Saturday, January 20, 2007 5:08 PM
To: mfinnegan@mp.usbr.gov; soliver@mp.usbr.gov; rebecca.a.victorine@usace.army.mil
Subject: Do not close Folsom Point

Ladies and Gentlemen,

We appreciate the hard work you are doing for retrofit the Folsom dam; however another alternative needs to be found that would allow Folsom Point to remain open to the public.

The economic impact of closing Folsom Point would hurt businesses and home values in the area. The availability of Folsom Lake for people to enjoy would be greatly diminished. Already the lake fills quickly on summer days. With Folsom Point being closed many recreational enthusiasts would not be able to enjoy the lake.

Please do not close Folsom Point.

Sincerely,

Matt & Emily Brayton
188 Singer Lane
Folsom, CA 95630
916-985-3931

1/22/2007

Comment #236

Porter, Stacy

From: Mike Butler [mikebutlerj@yahoo.com]
Sent: Sunday, January 21, 2007 2:12 PM
To: soliver@mp.usbr.gov
Subject: Folsom Dam project

Dear Shawn,

As a long time River Park resident in Sacramento, I have lived one block from the American River for 45 years. Folsom Dam has provided adequate protection during these years.

If funds are available now, why not complete the unfinished Auburn Dam that would give us added flood protection, ample water storage, clean hydroelectric power and recreation. Wouldn't this be a better safety valve than one added spillway?

Michael G Butler,Jr
3850 Breuner Ave
Sacramento,Ca 95819
butlerjrmule@aol.com
916-451-6866

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1/22/2007

Comment #237

Porter, Stacy

From: Sherri McNear [cody19@pacbell.net]
Sent: Sunday, January 21, 2007 1:00 PM
To: soliver@mp.usbr.gov; mfinnegan@mp.usbr.gov
Subject: Folsom Point Closure

To whom it may concern;

I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well.

Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.

Have a great day!!
Sherri 🌹

1/22/2007

Comment #238

Porter, Stacy

From: Tom Econome [econome@sbcglobal.net]
Sent: Sunday, January 21, 2007 12:40 PM
To: soliver@mp.usbr.gov
Subject: Folsom Point

Mr. Oliver,

I am writing to express my disappointment regarding the potential closure of Folsom Point. This is the ONLY boat ramp my family used in 2006 because of its proximity to our home, ease of use and overall courtesy of fellow boaters. I have seen the crowds and heard horror stories regarding lengthy wait times and lack of parking at other boat ramp facilities, and do not desire to experience it first-hand. Boating traffic is increasing, not decreasing, thus it seems foolish to consider closing one of the needed facilities. There must be other alternative sites that will not interfere with the recreational aspects of Folsom Lake. Please find a better solution!

Sincerely,
Sandy Econome

1/22/2007

Comment #239

Porter, Stacy

From: dennis wierzba [gade05@sbcglobal.net]
Sent: Sunday, January 21, 2007 12:44 PM
To: soliver@mp.usbr.gov
Subject: concerning Folsom dam project

Dear Shawn Oliver, Bureau of Reclamation, we are property owners who live not 6mins. from Lake Folsom launching area.

We object severly the proposal to close down Folsom Point recreation area for storing equipment while building a new spillway etc.

First off we believe as many others that upping security of the orginal dam road was a better option than closing it in the first place. Most of which I do believe was politically motivated .

If dam worked is done there are many other options for storage along the lake edge that would not infringe on the recreation of all Folsom residents and others in the surrounding areas.

For starters there is the Folsom Prison on prime real estate that has access to being right on the lake.

Lot's of property that could possibly be loaned out to the citizens of this area for your purposes of storing equipment.

If not that idea, there are plenty of spaces along the lake edge to be created that will accomplish the same thing without distrubing a beautiful recreation and park area we presently enjoy very much.

Six to seven years of closing this facility is outrageous and insensitive to the rights of many good families in the area.

We bought our home knowing the asset of living near the lake and having direct access to it was a big plus. Our homes in our neighborhood have many boats that use this facility with their family and friends.

I'm sure that this can be worked out to where another location can be made workable. It may take alittle more effort to be creative but I do believe it is highly possible to do so.

Sincerely, Gail and Dennis Wierzba 3311 Bellingham Place E.DH. Ca. 95762.

1/22/2007

Comment #240

Porter, Stacy

From: Linton Brown [LLN01@clearwire.net]
Sent: Sunday, January 21, 2007 8:54 AM
To: soliver@mp.usbr.gov
Subject: Folsom Dam

Mr. Oliver:

I am staring at this web page:

http://www.usbr.gov/mp/nepa/nepa_projdetails.cfm?Project_ID=1808.

which shows a dozen or so reports, all with the same name (or close to it). How utterly unhelpful!

Can you point out a place where an interested party can discover (in two pages or less) the answer to this obvious question?

What is it that you propose to build (or modify), and when?

The environmental analysis process has reached, indeed gone far beyond, information saturation. It has certainly lost track of the need for clarity and conciseness in governmental reports.

--

Linton A. Brown
22360 Lariat Lane
Red Bluff CA 96080
(530) 527-0177

1/22/2007

Comment #243

Porter, Stacy

From: Sharlene and Calvin Kasadate [ckasadat@comcast.net]
Sent: Saturday, January 20, 2007 8:35 PM
To: soliver@mp.usbr.gov; mfinnegan@mp.usbr.gov; rebecca.a.victorine@usace.army.mil
Subject: Opposition to Closure of Folsom Point State Rec. Area

To whom it may concern.

I have heard about the recent proposal to close Folsom Point State Recreation Area for up to 7 years, and I am strongly opposed to this closure. We live in Briggs Ranch, and often enjoy having convenient access to Folsom Lake. With the proposed closure, we would no longer have this access. Many people who live in Folsom and the surrounding communities use Folsom Point for all sorts of recreational activities (ie-walking, biking, running, boating, etc.).

I hope you will consider other alternative solutions, rather than the closure of Folsom Point. Thank you for your consideration in this matter.

Sharlene & Calvin Kasadate
104 Estabrook Way

1/22/2007

Comment #242

Porter, Stacy

From: Debra Baratta [barattafam4@yahoo.com]
Sent: Sunday, January 21, 2007 7:47 AM
To: soliver@mp.usbr.gov
Subject: Folsom Point

To Whom it may concern,

I object to the closure of Folsom Point. Folsom Point is one of the only access points here in my vicinity to the Lake. We are new business owners to this town and have lived here for almost 8 years. I like living here and what this town has to offer. With the closure of the Dam road it not only was an inconvenience but had a negative effect on traffic.....I could go on and on. I'm sure you have heard this many times. I'm sure this is an important phase in revamping the Dam road, I only hope that there are other options to consider.

Thank you,

Deb and Tony Baratta

Ring'em or ping'em. Make [PC-to-phone calls as low as 1¢/min](#) with Yahoo! Messenger with Voice.

1/22/2007

Comment #243

Porter, Stacy

From: Ray Hart [rhart@geiconsultants.com]
Sent: Sunday, January 21, 2007 11:19 AM
To: soliver@mp.usbr.gov; Rebecca.A.Victorine@usace.army.mil
Subject: Folsom Dam Safety -- Environmental Review

Shawn and Rebecca, this e-mail is to submit comments on the EIS for the Folsom Dam Safety improvements. Specifically, my comments pertain to the multi year closure of Folsom Point recreation area to create a construction staging area. As you know closure of this highly used recreational area will cause millions of dollars in economic impacts to the Folsom community.

Have you evaluated another and potentially much less costly alternative to closing Folsom Point; which is to lease land from the State of California that is currently used for cattle grazing adjacent to Folsom Prison along Natomas road? With the construction of the new bridge just downstream of the Dam on recently acquired prison property, it would seem that additional land could be leased that would allow for construction operations for both projects. Once the new bridge is ready to open, construction traffic for the dam improvements could be handled via a temporary traffic light on the new road servicing the bridge.

Thank you for the opportunity to comment. I look forward to your response.

Raymond D. Hart, P.E. G.E
Chief Operating Officer & Senior Vice President
GEI Consultants
3100 Zinfandel Drive, Suite 500
Rancho Cordova, CA 95670-6027

Office: (916) 631-4563
Fax: (916) 852-6385
Cell: (916) 752-1911

1/22/2007

Comment #244

Porter, Stacy

From: Jason Fanselau [jason@fanselau.com]
Sent: Sunday, January 21, 2007 3:59 PM
To: soliver@mp.usbr.gov; Rebecca.A.Victorine@usace.army.mil
Subject: Folsom Dam Safety and Flood Damage Reduction EIS/EIR

Please consider this e-mail my formal comment in support of the project evaluated in the Folsom Dam Safety and Flood Damage Reduction EIS/EIR.

I am in favor of the project and believe that all of the environmental impacts have been sufficiently minimized and mitigated for in your plan.

The project is important for the greater metro area of Sacramento and will greatly reduce flood risk to the families and businesses that make this area their home.

Thanks to the staff at the US Bureau of Reclamation and the US Army Corps of Engineers for their hard work.

Jason

Jason Fanselau
6200 Shadowcreek Drive
Carmichael, CA 95608

1/22/2007

Porter, Stacy

From: Bruce Thomas [brt_brt_brt@yahoo.com]
Sent: Sunday, January 21, 2007 9:23 PM
To: Shawn Oliver
Subject: I support the Folsom Dam project

Shawn Oliver, Bureau of Reclamation, 7794 Folsom Dam Road, Folsom, CA 93630.

Dear Mr. Oliver,

Folsom Dam upgrades are needed to increase protection against flooding in Sacramento. Sacramento currently has the least protection against flooding of any major city in the US. Upgrading of Folsom Dam is cost-effective for taxpayers. It also protects the environment by reducing the need for new water development projects elsewhere.

Sincerely,
Bruce R. Thomas
2477 Sycamore Ln, Apt G6
Davis, CA 95616

Porter, Stacy

From: Jim Carlsen [jimcarlsen@earthlink.net]
Sent: Sunday, January 21, 2007 3:24 PM
To: mfinnegan@mp.usbr.gov; soliver@mp.usbr.gov
Cc: bethcarlse@aol.com
Subject: Folsom Point

To Whom in May Concern:

I am writing this note to express my displeasure with the suggestion that you may close Folsom Point to use it as a staging area for Folsom Dam repairs. I have lived in Folsom for over 15 years and I use the park EVERY DAY. I was there yesterday and saw at least 20 groups of people out enjoying nature and enjoying the resource. Folsom Point is sacred to our community. I am deeply disturbed that our government would even consider closing a well used, existing park. Are you kidding me? For SEVEN YEARS. Are you nuts? There is alot of land around and certainly you can find a better alternative.

For the record, you already took away the gateway to our community by closing the Dam Road. Please be assured that most people in Folsom don't believe that the Dam represented a "terrorist threat" and that was just a smoke screen that the Bureau decided to hide behind.

I'm sorry that this sounds like an impolite note, but when you come up with something as absurd as closing a jewel park for 7 years, it is hard to be subtle when expressing an opinion. Quite frankly, the Bureau's back to back ideas of closing the Dam Rd and now Folsom Point has caused me to lose all confidence in your organization.

Sincerely,

Jim Carlsen
916-425-4921

Comment #247

Porter, Stacy

From: Jeff Angeja [jangeja@comcast.net]
Sent: Sunday, January 21, 2007 4:14 PM
To: mfinnegan@mp.usbr.gov; soliver@mp.usbr.gov; rebecca.a.victorine@usace.army.mil
Cc: bangeja@directon.net; jillyandheather@comcast.net; dpiecemaker@sbcglobal.net
Subject: Folsom Point

Please, please, please come up with any alternative that does not close Folsom Point (Dyke 8) while you retrofit the Folsom Dam. I live less than 10 minutes from Folsom Point and use those facilities all year long. I am sure you are aware over 820,000 people use that site. If you close it, all of those people will have to use Brown's Ravine, Beal's Point, or Granite Bay. Those places are already overcrowded, and what will happen is they will fill up and people will be turned away (as it happens to people at all of the locations on holiday weekends even now). In short, if you close this site (one of the largest) it will result in a DENIAL of access to all but the lucky few who get to the remaining sites first. This is a tragedy, and there MUST be another option.

On a personal note, closing that site will damage my family life on multiple levels. I have 2 children (8 and 4 years old) who love waterskiing and riding the jet ski with me, and my parents are heavily into fishing. My children have been enjoying quality, wholesome family togetherness while learning these sports, and if you close Folsom Point for 8 years, **THEY WILL NOT HAVE ACCESS TO FOLSOM LAKE DURING THEIR CHILDHOOD**. They will be well into their teenage years before you reopen it under your recurrent proposal. This is a travesty.

There must be other options. You have already closed the Dam road, which includes that moderately-sized vista point parking lot just before the dam and it has easy access to the water's edge. It seems to me that it would not take much to modify that area to use for a staging area for equipment and materials, with the added safety and security of the now-closed Folsom Dam Road being the **ONLY** access road to this alternative site. It may not be as readily available as Folsom Point, but the cost to fix the vista point area is a **VERY REASONABLE** option in light of the loss of wholesome family recreational opportunities, not to mention the devastating fiscal impact on local businesses.

I look forward to your response, please.

1/22/2007

Porter, Stacy

From: amberkennedy@comcast.net
Sent: Sunday, January 21, 2007 9:09 PM
To: Shawn Oliver
Subject: Folsom Point

To whom it may concern;

I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the local economy and quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well.

Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.

Amber Kennedy
Folsom resident & avid park user.

Porter, Stacy

From: vwandmw@juno.com
Sent: Sunday, January 21, 2007 9:06 PM
To: mfinnegan@mp.usbr.gov; soliver@mp.usbr.gov
Subject: Closure of Folsom Point

To Whom it May Concern:

It has recently come to my attention that there is a possibility that Folsom Point will be closed for the next 7 years. This is the first that I have heard of this and I am wondering why the public was not notified of this earlier. I am a resident of Folsom and I live very close to the Folsom Point entrance. I'm concerned about possible noise of the construction equipment being in such close vicinity to my house, disrupting my quiet neighborhood. I'm also concerned about property values going down due to this and also due to the fact that we no longer will live in walking distance to the Folsom Lake entrance, which is a great selling point. Also, we will not be able to enjoy boating at Folsom Point. True, Brown's Ravine is only 1 mile away, but is much more crowded and will be even more crowded once Folsom Point is closed.

Are there any other alternatives for places that can be used as a staging area? What about the big open grassy area off Natoma St. and Folsom Dam Rd? I believe that is part of the prison property. Couldn't that be used instead? Or what about the parking lot of the overlook on Folsom Dam Road, just before crossing over the dam? Please consider other options before using Folsom Point. The Folsom Point entrance is very close to residential neighborhoods and would be a great inconvenience and affect our quality of life, as well as our property values.

Margaret Wong

Comment #250

Porter, Stacy

From: Ron Wisdom [rwisdom@softcom.net]
Sent: Sunday, January 21, 2007 7:19 PM
To: soliver@mp.usbr.gov
Subject: Folsom CA dam modification

> I strenuously object to the proposed closure of Folsom
> Point State Recreation Area. This proposition is
> unacceptable to me and
> to the citizens of Folsom and our surrounding
> communities. Folsom Point is used by many thousands of
> community members throughout the year for outdoor
> recreation (walking, biking, running, boating and
> picnicking) and sometimes just contemplation. The
> closure would be an outrage and detrimentally impact
> the local economy and quality of life for those in
> Folsom. Since the Dam Road closed, it has been the
> only access to Folsom Lake within the City of Folsom
> and has been a serious draw for visitors as well.

1/22/2007

Comment #251

Porter, Stacy

From: Mark Younger [markyounger@sbcglobal.net]
Sent: Sunday, January 21, 2007 5:35 PM
To: Shawn Oliver
Cc: Rebecca.A.Victorine@usace.army.mil
Subject: New Folsom Bridge EIR

I have been unable to complete my reading of the EIR due to the time allotted and the volume of the document.

My initial comments are:

1. The road noise currently exceeds noise standards. The City of Folsom has been promising a "rubberized road surface" for the past decade. How is the increase in noise of construction traffic going to be mitigated? (Tire and exhaust)
2. There is an Elementary School within 400 yards of the site. How will you mitigate harmful particulate matter?
3. How and when will the damage to the surrounding roadway be repaired?
4. The original dam road had a traffic burden of less than 10,000. How is the noise impact from the increase to 40,000 with the new bridge going to be mitigated?
5. I personally built my home in it's present location for me and my family to utilize the Dyke 8, now Folsom Point, facilities. My understanding is the closure will be so long that my elementary school children will be out high school when and if the facility is reopened. What additional facilities are going to be added to on the south side of the lake to supplement the removal of Folsom Point?
6. Will foot traffic to the lake be allowed or will the the area from Brown's Ravine to Beal's Point be inaccessible? (approximately 6 miles)
7. My primary access is thru Briggs Ranch Drive at either light. How many and how long are road closures expected to be?
8. What alternate access to Briggs Ranch will be provided during the closures?
9. For how long, where and how many noise sampling stations are going to be utilized to provide quantitative noise impact data?
10. For how long, where and how many particulate pollution sampling stations are going to be utilized to provide quantitative pollution control?
11. How is the additional road debris from construction going to be cleaned up?

Thank you for you time,

Mark Younger

1/22/2007



C. Fred Wilcox
REALTOR®

USBR-CCAO (FOLSOM) OFFICIAL FILE COPY RECEIVED		
JAN 17 2007		
CODE	ACTION	INITIALS & DATE
411		

January 16, 2007

Bureau of Reclamation
Mr. Shawn Oliver
7749 Folsom Dam Road
Folsom, CA 95630

RE: Possible Closure of Folsom Point Recreation Area

Dear Mr. Oliver,

I am writing to you as the voice of a concerned citizen and local business man. I have spoken with several business owners and Folsom lake enthusiasts who are virtually up in arms over the possible closure of Folsom's only lake access point. While it is obvious that there may be sacrifices needed to finally get the new bridge built and the Folsom Dam reinforcement work, it seems like we in Folsom keep getting hammered while Placer and El Dorado counties are business as usual.

There are several businesses that have been living on a shoestring since the Dam closed and now you are taking away their last minute shoppers who are planning for a day at the lake. This will likely be a last straw for many of these small businesses. It seems to me that there are plenty of access points that may be able to share in this endeavor and thus allow Folsom's citizens their access during these next few years. Let some other's share the pain. It is the right thing to do after five years of suffering.

Sincerely,

C. Fred Wilcox
RE/MAX Gold Commercial

Classification	ENV-6.00
Project	CVP
Control No.	07003774
Folder I.D.	1025306

RE/MAX Gold
2340 E. Bidwell Street
Folsom, California 95630
Direct: (916) 673-1654
Cell: (916) 718-1470, Fax: (916) 984-8777
E-Mail: homefinderfred@earthlink.net
Website: <http://homefinderfred.com>



COPY

Hello Shawn,

This letter is in regard to the closing of Folsom Point Recreation Area.

I'd like to ask you and the powers that be not to close Folsom Point because since the terrorist attacks, Folsom has been messed up as I'm sure you know. Business has suffered greatly and some have gone out of business. The traffic situation is not good due to the closing of the Dam Road. My wife and I as well as many others really enjoyed going up to the parking area on the Dam Road for the views and others went there for the great fishing and scuba diving.

I really don't want to sound like a whiner and do understand why the Dam Road was closed. However, we and many others love Folsom Point for picnics, fishing, launching boats and the scenery. My wife and I use Folsom Point almost every single weekend during the summer and as long as possible until the water level gets too low.

I don't know anything about your business, but I realize that flood control is necessary and that what you are doing is good. However, if there are any other arrangements that could be made that would work just as well without greatly disrupting life in Folsom any further, I hope that you would please consider it. I don't know, but maybe you could still keep Folsom Point open for us and still run your operation from there.

The whole idea of closing Folsom Point down for 7 years is a total bummer to us and many others. It always seems like one thing after another is taken from us.

That's my selfish point of view but more importantly Folsom businesses don't need another hit like this. They've already been hit hard by the closing of the Dam Road.

Please consider all alternatives and don't close Folsom Point because thousands of people depend on it for many different reasons.

Thank you,


Scott & Teri Becker
916-984-6840

January 10, 2007

Shawn Oliver
Bureau of Reclamation
7249 Folsom Dam Road
Folsom, CA. 95630

USBR-CCAO (FOLSOM) OFFICIAL FILE COPY RECEIVED JAN 12 2007		
CODE	ACTION	INITIALS & DATE
411		

Dear Mr. Oliver:

Folsom Bridge Project Comments

Have lived in Folsom for 17 years and have experienced many changes, for which the most part have been good.

However, am quite concerned about the 7 year project proposed for the new bridge. With the closing of the dam road for 911, and the blocking off of certain streets in Folsom, it has presented a driving nightmare as it relates to the traffic congestion and the flow of traffic trying to get over both bridges. There has to be a well-thought-out plan prior to the beginning of the work, to insure that the flow of traffic in and out of Folsom will not be more adversely effected than it is now. With the increase of the population and added traffic on a daily basis, your plan must be appropriate so that the traffic flows better than it does now.

Respectfully,



Stephen Templeton
223 Silberhorn Drive
Folsom, Ca. 95630

Classification	ENV-6.00
Project	CVP
Control No.	07002870
Folder I.D.	1025306

California State Senate

Capitol Office #255
 STATE CAPITOL
 SACRAMENTO, CA 95814
 TEL (916) 651-4001
 FAX (916) 324-2680

DISTRICT OFFICES
 2140 PROFESSIONAL DR. #140
 ROSEVILLE, CA 95661
 TEL (916) 783-8232
 FAX (916) 783-5487

33C BROADWAY
 JACKSON, CA 95642
 TEL (209) 223-9140

2094 E. MAIN ST.
 QUINCY, CA 95971
 TEL (530) 283-3437
 FAX (530) 283-3439

WWW.SEN.CA.GOV/COX

SENATOR.COX@SEN.CA.GOV

SENATOR
DAVE COX
 FIRST SENATE DISTRICT



COMMITTEES
 BANKING, FINANCE
 AND INSURANCE
 VICE CHAIR
 LOCAL GOVERNMENT
 VICE CHAIR
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 ENERGY, UTILITIES
 AND COMMUNICATIONS
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 GOVERNMENTAL ORGANIZATION
 HEALTH

USBR-CCAO (FOLSOM) OFFICIAL FILE COPY RECEIVED JAN 17 2007		
CODE	ACTION	INITIALS & DATE
100		
105		
411		

January 16, 2007

Mr. Michael Finnegan, Area Manager
 Federal Bureau of Reclamation
 7794 Folsom Dam Road
 Folsom, CA 95630

Dear Mr. Finnegan:

This is to request that you reconsider using the parking and boat launching facilities at Folsom Point State Recreation Area for construction activities associated with the Folsom Dam Safety and Flood Damage Reduction project currently under the environmental review process.

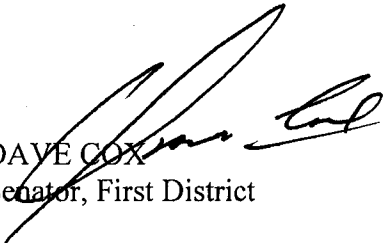
We have heard from many constituents in Folsom and the surrounding areas attesting to the devastating economic impact that closing the Folsom Point facility for the duration of the construction project would have on the local community. After the economic consequences of the closure of Folsom Dam Road nearly three years ago we do not feel that an additional economic impact should be imposed on the City of Folsom and the State of California at this state-owned facility, especially since there are nearby alternatives available. We urge the Bureau to meet with the City of Folsom and stakeholders concerned about the impact of this proposed action to seek resolution prior to the publication of the final environmental impact document.

More than 100,000 visitors per year use the Folsom Point recreation facility. And surrounding boat ramps cannot handle this level of use. If Folsom Point is closed for seven years or longer due to the actions of the Bureau of Reclamation, the economic damages could be severe and even more permanent than the action taken to close the Folsom Dam Road. This in our minds is not acceptable.


Classification	ENV-6.00
Project	CVP
Control No.	27003781
Folder I.D.	1025306

Please take our comments, which we make on behalf of our constituents, into consideration as you take comments on the overall Folsom Dam Safety and Flood Damage Reduction project. We look forward to your timely response.


Sincerely,




DAVE COX
Senator, First District



ROGER NIELLO
Assemblyman, Fifth District



ALAN NAKANISHI
Assemblyman, 10th District



TED GAINES
Assemblyman, Fourth District

Comment #256

Porter, Stacy

From: Rana Heller-Church [rheller-church@sbcglobal.net]
Sent: Monday, January 22, 2007 5:03 PM
To: mfinnegan@mp.usbr.gov
Subject: Closing Folsom Point

We are opposed to closing Folsom Point. Don't you think Folsom residents have been inconvenienced enough. You close the Folsom Dam Road, not Folsom Point. That is the only place we take our boat to launch. We paid for a season pass, we should have that opened to us. Had I known, I would not have bought a pass.

Rana and Bryan Church
493 Williams Street
Folsom, CA 95630
916/353-1998

1/23/2007

Comment #257

Porter, Stacy

From: Jeanne Pfaff [tahoequeen2003@sbcglobal.net]
Sent: Monday, January 22, 2007 5:21 PM
To: soliver@mp.usbr.gov
Cc: mfinnegan@mp.usbr.gov
Subject: Closure of Folsom Point

To whom it may concern;

I am concerned to hear of the proposed closure of Folsom Point State Recreation Area. This proposition isn't an equitable and sound solution to the problem. We have been residents of Folsom for 7 years. We moved to Folsom to be near Folsom Lake and all the beautiful amenities the city of Folsom had to offer. Folsom Point is the only boat launch we have ever used and it is used by thousands of community members throughout the year for outdoor recreation such as walking, biking, running, boating and picnicking. Since the Folsom Dam Road closed, Folsom Point has been the only access to Folsom Lake within the city of Folsom and has been a serious draw for visitors as well. The closure of Folsom Dam Road was extremely inconvenient for Folsom residents and devastating to many Folsom businesses. Closing Folsom Point would be an outrage and will detrimentally impact the quality of life for Folsom residents as well as cripple many businesses. This would severely affect the economy in Folsom and adversely change the entire dynamics of the city. If there is work to be done or repairs needed, there are other alternatives to closing Folsom Point. There would be less of an impact to businesses and residents if the work was done during evening hours in the summer and full days in the winter when the weather is cold and there is less desire to use Folsom Point.

Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable and not the right thing to do to residents of Folsom.

Thank you for your consideration.

Jeanne and Albert Pfaff
(916) 608-9772

--
No virus found in this incoming message.
Checked by AVG Free Edition.
Version: 7.5.432 / Virus Database: 268.17.4/644 - Release Date: 1/22/2007 7:30 AM

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No virus found in this outgoing message.
Checked by AVG Free Edition.
Version: 7.5.432 / Virus Database: 268.17.4/644 - Release Date: 1/22/2007 7:30 AM

1/23/2007

Comment #258

Porter, Stacy

From: Jeff Hopkins - APR Appraisals [APR.LLC@comcast.net]
Sent: Monday, January 22, 2007 7:15 PM
To: soliver@mp.usbr.gov
Cc: Rebecca.A.Victorine@usace.army.mil
Subject: Folsom Point

There are other alternatives to Folsom Point for a staging area.
Please take the time to do some sort of cost/benefit analysis.
Upon hearing of the potential closure, I minimized the impact.
After some thought, I realize the negative impact will be greater than most think.
Please look at the alternatives.

Jeff Hopkins
Folsom homeowner

1/23/2007

Porter, Stacy

From: Rob Dulinski [Rob.Dulinski@SactoHomeLoan.com]
Sent: Monday, January 22, 2007 4:45 PM
To: mfinnegan@mp.usbr.gov
Subject: folsom point

Mr. Finnegan

The idea to close folsom point would be a disaster for the folsom residence and business owners. I am a long term folsom resident and would like to be noted as opposing this action at folsom point.

Robert dulinski
505 williams street
folsom ca. 95630
916-985-6760

Comment #260

Porter, Stacy

From: shmarak@comcast.net
Sent: Monday, January 22, 2007 7:14 PM
To: soliver@mp.usbr.gov
Subject: Folsom Point

Mr. Oliver,

As a resident of Folsom who is not a boater, but who enjoys taking visitors to Folsom Point to view the lake and dam, I urge the Bureau not to close this delightful spot to the public!

As I recall, there was a large public parking lot along the old Folsom Dam Road (Folsom side) which is much closer to the dam, and, surely, is not getting any use from the public. Why not use that space as a construction staging area since it has already been taken away?

Thank you,
Arthur D. Shmarak
Folsom, CA
shmarak@comcast.net

1/23/2007

Comment #261

Porter, Stacy

From: LLondon1@aol.com
Sent: Monday, January 22, 2007 4:39 PM
To: mfinnegan@mp.usbr.gov
Subject: folsom pt. closure

I have been informed that there is a possibility that Folsom Point might be closed. I am AGAINST such a closure. There is little outdoor recreation for the citizens of our community in El Dorado Hills. We go to Folsom Point a lot and appreciate the hikes and nature. This is a wonderland in a town of concrete. Please do not let Folsom Point close.

Thank you.

Sincerely,

Lori Neal
Concerned Citizen

1/23/2007

Comment #262

Porter, Stacy

From: Troy Warr [troywarr@cpsusa.com]
Sent: Monday, January 22, 2007 4:35 PM
To: mfinnegan@mp.usbr.gov
Subject: We are strongly opposed to closing dyke 8

We are Folsom residence and feel this is a mistake to suggest closing this area

Troy and Shari Warr

Comment #263

Porter, Stacy

From: jhdillon@comcast.net
Sent: Monday, January 22, 2007 4:14 PM
To: soliver@mp.usbr.gov
Cc: rebecca.a.victorine@usace.army.mil
Subject: Comments on DEIS-EIR for Folsom Dam Safety and Flood Damage Reduction Project
Attachments: Comments on DEIS-EIR for Folsom Dam Safety and Flood Damage Reduction Project

Mr. Oliver and Mrs. Victorine,

Attached please find my comments on the Draft Environmental Impact Statement/Environmental Impact Report for the Folsom Dam Safety and Flood Damage Control Project. Thank you for this opportunity to provide comments on this document, and please send me a copy of the Final EIS/EIR when responses to comments are completed.

Sincerely,
John Dillion
105 Sourdough Court
Folsom, CA 95630

1/23/2007

January 22, 2007

Mr. Shawn Oliver
Bureau of Reclamation
7794 Folsom Dam Road
Folsom, CA 95630
soliver@mp.usbr.gov

Mrs. Becky Victorine
United States Army Corps of Engineers
1325 J Street
Sacramento, CA 95814
rebecca.a.victorine@usace.army.mil

RE: Comments on Draft Environmental Impact Statement (DEIS) for Folsom Dam Safety and Flood Damage Control Project

Mr. Oliver and Mrs. Victorine,

Thank you for this opportunity to provide comments on the Draft Environmental Impact Statement/Environmental Impact Report for the Folsom Dam Safety and Flood Damage Reduction Project (FDSP). I would appreciate their inclusion in the official record for this document, and I look forward to responses to my comments in the Final Environment Impact Statement/Report. I acknowledge the level of effort and professional preparation of the DEIS/EIR, but I do not believe that it is an adequate assessment of the potential environmental impacts of the proposed FDSP which is the topic of the DEIS. In short, I do not believe that the DEIS/EIR is an adequate basis for the adoption of a positive Notice of Determination and environmental approval by the standards of the federal NEPA regulations, nor with the requirements of California's CEQA regulations. My comments are directed at the areas of Project Definition, Scoping of the DEIS/EIR, and the Assessment of Impacts in several categories.

The Project Definition and subsequent assessment of Project impacts are deficient. Analyses of the long-term consequences of the Project are not discussed in the DEIS/EIR, and these impacts are deferred to a future Facility Management Plan. This is a segmenting of the Project Description and environmental assessment process which is not consistent with NEPA and CEQA requirements regarding the complete disclosure of foreseeable consequences of a Project which will receive federal funds.

The Facility Management Plan is critical to the assessment of potential environmental impacts resulting from the higher Folsom Lake surface elevation which is the objective of the FDSP. The DEIS/EIR cannot accurately assess the impacts of the FDSP without consideration of the Facility Management Plan as an integral component of the Project Description. Following are comments

on specific topics which illustrate the inadequacy of the DEIS/EIR as a basis for a positive Notice of Determination for the proposed FDSP. Please provide responses to the general comment regarding the segmenting of the Project Description, as well as to the following specific comments:

- 1. The DEIS/EIR is not an adequate assessment of potential Project impacts due to a segmented Project Description which does not consider the operations of the expanded Folsom Dam facilities.** In the absence of the information which is to be provided in a future Facility Management Plan, it is not possible to accurately assess the impacts of the FDSP in several important issue areas. This segmenting of the Project description, and treatment in separate environmental reviews does not allow sufficient information for the FDSP, and is not consistent with federal and state environmental impact assessment practice and requirements.
- 2. The DEIS/EIR does not provide information regarding the extra days and extent of inundation for areas of the Folsom Lake federal property and surrounding private properties as a consequence of the elevated surface level.** This deficiency prevents the accurate assessment of potential impacts to terrestrial plant and animal species which will be displaced for greater periods of time, and forced into smaller habitat areas. This deficiency is an example of the infeasibility of segmenting the Project Description into “construction” and “management”. The environmental consequences of the FDSP are dependent upon the operation of the expanded facility, and cannot be separated in the DEIS/EIR for the proposed Project. Please respond by providing additional information about the impacts of additional days/weeks of inundation on terrestrial plant and animal species within the FLSRA and surrounding private properties.
- 3. The DEIS/EIR does not identify portions of the trail network or other public use areas within the Folsom Lake State Recreation Area which will be inundated for greater periods and to a greater extent than is currently the case.** For example, in the Beeks Bight/Doton Point area of the FLSRA, the parking lot and many of the trails in the area are currently inundated after the spring snowmelt. With the greater storage capacity and higher surface elevation of Folsom Lake, what will be the impact of additional days and areas of inundation on specific trails and other public use facilities within the FLSRA? Please respond by providing a detailed map of the expanded inundation area of the raised Folsom Lake, showing which trails and other public facilities would be impacted. Also, please assess the issue of extra days of inundation of areas within and external to the FLSRA in terms of lost availability for public use.
- 4. The DEIS/EIR does not adequately or accurately assess the construction and long-term impacts of the Project on all users of the FLSRA.** The DEIS/EIR acknowledges that its estimates of FLSRA park usage do not include users who enter on foot, by bicycle or on horseback. Based on empiric observation, many park users access the FLSRA on foot, by bicycle and on horseback. Therefore, the DEIS/EIR significantly underestimates the total number of actual FLSRA park visitors, and specifically excludes any information about trail user groups. Please respond by providing additional information about the levels of FLSRA park usage including the substantial number of visitors who access Folsom Lake on foot, on bicycles and on horseback. Please provide additional information on the number of park users who currently use trails or other facilities which will be rendered unavailable by expanded inundation, and on the resultant impacts to those specific user groups. Please provide specific discussion of the impacts of expanded days/areas of inundation on the Beeks

Bight/Doton Point Americans with Disabilities Act (ADA) trail on disabled park visitors. Please discuss impacts to the disabled users of the FLSRA in terms of consistency with the requirements of the Americans with Disabilities Act.

5. The DEIS/EIR does not adequately address Alternatives to the Project as proposed.

The DEIS/EIR dismisses upstream management of the American River drainage area, as well as any consideration of possible downstream flood control constraints or strategies as beyond the scope of the Project description. This ignores several potential alternatives to the FDSP, for example construction of additional upstream storage capacity. As these are feasible alternative to the Project as proposed, they should be considered within the DEIS.

Thank you very much for your consideration of my comments on the DEIS for the Folsom Dam Safety Project, and I look forward to responses to these comments in the Final Environmental Impact Statement for the Project,

Sincerely,
John Dillon
105 Sourdough Court
Folsom, CA 95630

Comment #264

Porter, Stacy

From: Mary Strauss [marykaystrauss@comcast.net]
Sent: Monday, January 22, 2007 8:05 PM
To: soliver@mp.usbr.gov
Subject: Re closing Folsom Point

Please do not close Folsom Point. It is our main access to Folsom Lake. I am a Folsom resident and local business owner here for 17 years.

Thank you.

Mary Strauss
104 Kilsby Way
Folsom, Ca 95630

Comment #265

Porter, Stacy

From: amybc1@comcast.net
Sent: Monday, January 22, 2007 2:54 PM
To: soliver@mp.usbr.gov; mfinnegan@@mp.usbr.gov
Subject: Proposed closure of Folsom Point

To whom it may concern:

In regards to the closure of Folsom Point State Recreation Area I must say I am greatly opposed to this idea. Folsom Point is a wonderful recreational area not only for the communities within Folsom but those surrounding it as well.

Many people use this area year round for hiking, biking, running, boating, fishing, etc. and to take that away would have a devastating impact on Folsom.

Please reconsider using Folsom Point as a storage area for your equipment while working on the levee's. Folsom is a wonderful city who boasts at being "family and community friendly". Don't take that away from us. Thank you.

Amy Cooke
837 Willow Creek Dr.
Folsom, CA 95630

1/23/2007

Porter, Stacy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Monday, January 22, 2007 2:35 PM
To: Shawn Oliver
Subject: Fwd: Closure of Folsom Pt. -Jan.22,2007

>>> "Paul freese" <paulfreese@msn.com> 01/22 1:57 PM >>>
Bureau of Reclamation-Attn-Mr. Finnegan and Mr. Oliver ,

I am writting this email to go on your Official Record that our entire family of seven is completely opposed to the closing of Folsom Point for many reasons. We built our first custom house on 107 Jumper Ct in Briggs ranch 16 years ago. Our family grew to 4 children plus a grandparent and we needed to build a second custom house. This was based on the complete joy of living so close to the beautiful Folsom Pt rec. area and boat launch.

This second house is at 106 McDerby Ct. which is very close to the Folsom pt entrance. We constructed a 6 bedroom 5 1/2 bath custom home that literally was built by tremendous sweat equity and much financial burden but we considered it all worth while because it would be a future asset to us as our children grew, went to college, married, and we retired. Our childrens ages are 16,15,13, and 11. All girls. My husband and I are 53 and 51. As you can see our huge expenses are quickly coming upon us and our major asset is our beautiful custom house that was to be our safety net as means of paying for these financial burdens of the future.

We have actively used this facility for 16 years and the thought that we could not launch our boat or go for a walk there is unbelievable,. If this facility is closed and used for a staging area for construction, Our family will be directly impacted. My mother is 85, who lives with us and she suffers from weakened lung condition which causes her to cough quite a bit now. With the added air pollution to our location I am very concerned to what this will do to her breathing problems. I also have 2 daughters with asthma - like conditions that will be inflamed with the dust and carbon emmisions. I am very concerned with the increased noise levels that will occur. We have a pool and I feel that will limit our use of it greatly. My biggest complaint though is what this 6-7 year closure will do to my property value that we worked so hard on all these years.

I have been told that there is something called eminent domain that could allow us to sue the gov. for restitution if in fact this project causes us to lose 100,000's of thousands of dollars on the future sale of this house. The dollars that would make all the difference to our future and that of our children. The quality of all our lives will be severely impacted if this closure project takes place so close to our residence. I feel that the people of Folsom have had no warning and little knowledge of what your agency's are about to do. I know the majority of the public would be outraged and against to Folsom Point closure. Please find a different plan and place for your construction staging area.

Connie Freese-916-985-3315. Dear Mr. Oliver,

I am writting this email to go on your Official Record that our entire family of seven is completely opposed to the closing of Folsom Point for many reasons. We built our first custom house on 107 Jumper Ct in Briggs ranch 16 years ago. Our family grew to 4 children plus a grandparent and we needed to build a second custom

house. Comments #266s based on the complete joy of living so close to the beautiful Folsom Pt rec. area and boat launch.

This second house is at 106 McDerby Ct. which is very close to the Folsom pt entrance. We constructed a 6 bedroom 5 1/2 bath custom home that literally was built by tremendous sweat equity and much financial burden but we considered it all worth while because it would be a future asset to us as our children grew, went to college, married, and we retired. Our childrens ages are 16,15,13, and 11. All girls. My husband and I are 53 and 51. As you can see our huge expenses are quickly coming upon us and our major asset is our beautiful custom house that was to be our safety net as means of paying for these financial burdens of the future.

We have actively used this facility for 16 years and the thought that we could not launch our boat or go for a walk there is unbelievable,. If this facility is closed and used for a staging area for construction, Our family will be directly impacted. My mother is 85, who lives with us and she

suffers from weaked lung condition which causes her to cough quite a bit now.

With the added air pollution to our location I am very concerned to what this will do to her breathing problems. I also have 2 daughters with

asthma like conditions that will be inflamed with the dust and carbon

emissions. I am very concerned with the increased noise levels that will occur. We have a pool and I feel that will limit our use of it greatly. My biggest complaint though is what this 6-7 year closure will do to my property value that we worked so hard on all these years.

I have been told that there is something called eminent domain that could allow us to sue the gov. for restitution if in fact this project causes us to lose 100,000's of thousands of dollars on the future sale of this house.

The dollars that would make all the difference to our future and that of our children.

The quality of all our lives will be severely impacted if this

closure project takes place so close to our residence. I feel that the

people of Folsom have had no warning and little knowledge of what your

agency's are about to do. I know the majority of the public would be outraged and against to Folsom Point closure. Please find a different plan and place for your construction staging area.

Connie Freese-916-985-3315.

Porter, Stacy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Monday, January 22, 2007 1:30 PM
To: Shawn Oliver
Subject: Fwd: Don't close Folsom Point

>>> "Santos, Carmella" <carmella_santos@addisonavenue.com> 01/22 1:25 PM >>>

Opposed to the closing of Folsom Point. I wanted this on record, my opposition.

Carmella Santos

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Porter, Stacy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Monday, January 22, 2007 1:18 PM
To: Shawn Oliver
Subject: Fwd: Objection to Folsom Point Closure

>>> Carrie Cota <thecotafamily@sbcglobal.net> 01/22 1:15 PM >>>
To whom it may concern;

I completely object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well.

Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your considering another alternative solution.

Carrie, Folsom Resident

Comment #269

Porter, Stacy

From: Apeterson1974@aol.com
Sent: Monday, January 22, 2007 8:31 PM
To: soliver@mp.usbr.gov; mfinnegan@mp.usbr.gov
Subject: (no subject)

I strongly object to the proposed closure of Folsom Point State Recreation Area! This proposition is unacceptable to the citizens of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for picnics, walking, biking, running and boating. Its closure would be an outrage.

Folsom Point is the only access to Folsom Lake in the City of Folsom. Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.

Sincerely,
Aimee Peterson

1/23/2007

Porter, Stacy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Monday, January 22, 2007 1:11 PM
To: Shawn Oliver
Subject: Fwd: Closure of Folsom Point

>>> <jodyann11@comcast.net> 01/22 1:02 PM >>>
To whom it may concern;

I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition seems unnecessary and unreasonable due to many other alternatives. My family and I have been residents of Folsom for 16 years. We moved to Folsom to be near Folsom Lake. Folsom Point is the only boat launch we have ever used and it is used by many thousands of community members throughout the year for outdoor recreation such as walking, biking, running, boating and picnicking. Since the Folsom Dam Road closed, Folsom Point has been the only access to Folsom Lake within the city of Folsom and has been a serious draw for visitors as well. The closure of Folsom Dam Road was extremely inconvenient for Folsom residents and devastating to many Folsom businesses. Closing Folsom Point would be an outrage and detrimentally impact the quality of life for Folsom residents as well as cripple many businesses. This would severely affect the economy in Folsom and adversely change the entire dynamics of the city. If there is work to be done or repairs needed, there are other alternatives to closing Folsom Point. There would be less of an impact to businesses and residents if the work was done during evening hours in the summer and full days in the winter when the weather is cold and there is less desire to use Folsom Point.

Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable to all residents of Folsom.

Thank you for your consideration.

Jody Biaggi
(916) 608-2201

Porter, Stacy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Monday, January 22, 2007 12:41 PM
To: Shawn Oliver
Subject: Fwd: I strongly oppose the closing of Folsom Point

>>> "Bob Grunsky" <Bob.Grunsky@KSBenefits.com> 01/22 12:36 PM >>>
To: whom it may concern

I have been a Folsom resident for nearly 17years. One of the primary reasons I moved here was because of the recreational activities provided by Folsom Lake. Access to the lake at Folsom Point was a huge factor in where I chose to purchase my home. I oppose the closing of this facility and would hope that you would hear the voice of the "recreation community" and if at all possible, select another location for your project.

Thank you,

Bob Grunsky

Kelley & Swain, Inc.

Direct - (916) 932-2807

Toll Free - (800) 466-2250 X307

Fax - (916) 984-7801

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Porter, Stacy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Monday, January 22, 2007 12:40 PM
To: Shawn Oliver
Subject: Fwd: Folsom Point

>>> Michele Flores <mflores916@comcast.net> 01/22 12:27 PM >>>
To whom it may concern:

In regards to the proposed closing of Folsom Point, I want to express my strong opposition to the plan. Please consider an alternate site to be used for the staging area during the dam construction.

Thank you,
Michele Flores
585 Borges Ct
Folsom, CA 95630

Sandra J. Gallardo PTA Treasurer
Folsom Youth Football & Cheer Secretary

Porter, Stacy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Monday, January 22, 2007 12:40 PM
To: Shawn Oliver
Subject: Fwd: Folsom Point

>>> Christina Flores <christinarflores@yahoo.com> 01/22 12:06 PM >>>
To whom it may concern:

In regard to the proposed closing of Folsom Point, I want to express my opposition to the plan. Please consider an alternate site to be used for the staging area during the dam construction.

Thank you,
Christina Flores
441 Amhurst Circle
Folsom, CA 95630

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Porter, Stacy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Monday, January 22, 2007 12:40 PM
To: Shawn Oliver
Subject: Fwd: RE: Folsom Point

>>> Franco Salluce <salluce@yahoo.com> 01/22 11:32 AM >>>
Misters Oliver and Finnegan,

I am writing to ask that alternatives to closing the Folsom Point State Recreation Area be considered during the upcoming construction project at the Folsom Dam. I am an Elk Grove, CA resident and drive nearly an hour several times a year to enjoy the closest recreational lake to me and my family.

If an outright alternative is not viable please consider all the users of this site and restrict access only as necessary. Perhaps a compromise would allow public use during lulls in the project and/or peaks of recreational use.

Surely, the success of the Folsom Dam project lies not only in its completion, but also in the Bureau's consideration for the community.

Thank you for your time,

Franco Salluce

It's here! Your new message!
Get new email alerts with the free Yahoo! Toolbar.
<http://tools.search.yahoo.com/toolbar/features/mail/>

Porter, Stacy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Monday, January 22, 2007 12:39 PM
To: Shawn Oliver
Subject: Fwd: Folsom Point Closing "NO"

>>> <Kevin.Z.Long@kp.org> 01/22 10:44 AM >>>
Closing Folsom Point ? "Please No!"

The reason we selected the house we live in (Briggs Ranch development) was to be near the Lake and the entrance to the Lake. Currently we are in the process of moving across the street (Natomas) to a new development to be even closer (LA Collina Del Lago) and this was never even noted that they may be closing access to the Lake.

Folsom Point is the only access we have in the City of Folsom and during the summer on many weekends Folsom Point is filled to capacity. If something needs to be closed it should be an area that has multiple points of access.

Please Do Not Close Folsom Point!

Kevin Long and Family Jill, Spencer and Hayden
916-985-2649

Current Address
104 Skidmore Court
Folsom Ca 95630

Future Address
768 Lorena Lane
Folsom Ca 95630

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Comment #276

Porter, Stacy

From: Judynapa1@aol.com
Sent: Monday, January 22, 2007 11:57 AM
To: Soliver@mp.usbr.gov
Subject: Closing Folsom Point recreation area

There must be other places that can serve as a staging area for the repair work scheduled on the dam. I am a senior citizen and some of the entry points, to the lake, are gravel pathways which are slippery for me. This is a wonderful spot for me to walk, exercise my dogs and bring my family. Please don't destroy the quality of life this area brings to so many people by closing it off to the public.

Thank you,

Judy Henderson
3245 Appian Way
El Dorado Hills, Ca. 95762
(916) 941-6681

1/23/2007

Porter, Stacy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Monday, January 22, 2007 10:43 AM
To: Shawn Oliver
Subject: Fwd:

>>> <pixlers2@comcast.net> 01/21 8:04 PM >>>

----- Forwarded Message: -----

From: pixlers2@comcast.net
To: www.ca.gov, www.feinstein.senate.gov, www.boxer.senate.gov, www.house.gov/lungren, themayor@folsom.ca.us, pixlers2@comcast.net
Date: Mon, 22 Jan 2007 03:57:34 +0000

Jan. 21, 2007

To our Honorable Representative:

RE: Closure of Folsom Point:

Please be advised that we are concerned citizens of Folsom, CA. have been put on notice that a proposed closure of our park is scheduled for the fall of 2007. This proposal comes from the Bureau of Reclamation and the U.S. Army Corps of Engineers. It is our understanding that our beautiful park and recreation area will be used as a construction staging area for the different work projects on the Dam and Mormon Island Spillway by the Bureau and Army Corps of Engineers.

What a shame this would be for our already suffering local businesses, families that enjoy the park, tourism (boaters and fishermen come from far to use our park), to say nothing of the environment. The wild life there would be disturbed and run out of the area. Also this would run rattlesnakes and rodents into our neighborhood. This is a concern for us as we live in Briggs Ranch (thats adjacent to Folsom Point).

We realize that improvements need to be done and don't oppose to that. We request a staging area that won't hurt our families, businesses, wildlife and real estate values. We have had short notice of this project and not had adequate time to address the issues.

We ask that as our voice and representative to PLEASE aid us in this endeavor.

Sincerely,

Sandra and Lanny Pixler
100 McHugh CT.
Folsom, CA.
email address: pixlers2@comcast.net

Comment #278

Porter, Stacy

From: Philip Lee [pel911@sbcglobal.net]
Sent: Monday, January 22, 2007 11:21 PM
To: Shawn Oliver
Subject: Re: Folsom Dam Raise

Mr. Shawn Oliver,

Thanks for responding and extending the public comment period. I would like to submit the following comments regarding the proposed raise of Folsom Lake Dam:

I am in hearty agreement with the raise of the dam and dikes for flood control and seismic strengthening purposes. I am opposed to the flippant decision made to use the Folsom Point State Park for construction access or staging purposes, especially if it closes access to the boat ramp and parking. I know the decision was based on economics and convenience.

If this was an economic decision, it is difficult to justify the need to save a few hundred thousand dollars on building a separate access road and staging area when the Federal Govt is spending half a trillion dollars to destroy and rebuild a foreign country, for reasons that defy prudent use of tax dollars (and soldiers' lives).

I am slightly encouraged to hear from you that the closure is only considered for a few months during the off season, as in-season closure would wreak havoc on the already crowded adjacent ramps: Granite Bay and Brown's Ravine. But I don't believe the USBR has the fortitude to enforce that "promise", assuming it is even put into the contract. My fear is that as soon as the Folsom Point access is closed for construction, the USBR will allow the contractor to take over and full closure will take effect until job completion. This has been my observations with USBR's construction management record. They tend to succumb to the contractor's whims, and often allow the contractor to run the show.

The preferred alternative is to provide construction access and a staging area for Mormon Island from the east end of the dike, assuming that was the reason for this closure. I assume access for the main dam work is not an issue at this location?

At the very least, please consider mitigation of the closure by constructing a separate construction access road, and locating the staging area such that the boat ramp and parking area can be still open and operational.

As it is, Folsom Point needs MORE boat ramps and parking, with the exploding area population. Any type of closure or disruption to the facility would be disastrous.

thanks for your consideration,

Phil Lee
2252 Fort Point Dr.
Rancho Cordova, CA 95670
(916) 858-8584
PEL911@sbcglobal.net

1/23/2007

Comment #278

Shawn Oliver <soliver@mp.usbr.gov> wrote:

I am the Project Manager for the environmental document. I am the correct person to send comments to.

One of the alternatives, among many, is a 3 to 6 year closure of the Folsom Point area. Six years is a "Worst Cast Scenario". It is highly unlikely that FP will be shut down for more that a few months a year during the offseason.

If you send me your comments, I will be sure to get them added to the official record.

Shawn

Shawn E. Oliver
Natural Resource Specialist
Bureau of Reclamation
Central California Area Office (Folsom)
Email soliver@mp.usbr.gov
Office (916) 989-7256
Fax (916) 989-7208

>>> Philip Lee 01/18/07 10:39 PM >>>

Hi Shawn,

I was given your name as a contact for the raising of Folsom Dam. Are you the program manager for this project? If not, please direct me to the lead person on this project.

I wish to comment on the potential 7 yr. closure of Folsom Point SP.

thanks,

Phil

1/23/2007

Comment #279

Porter, Stacy

From: Tara Davis [TDavis@gtretail.com]
Sent: Monday, January 22, 2007 10:42 AM
To: soliver@mp.usbr.gov
Subject: Closure of Folsom Pointe

With all the vacant land around the Folsom Prison area, why would a spot of recreation in a small town like Folsom be chosen for closure.

It makes no sense to take a very popular, convenient spot in Folsom and close it for basically a construction storage area. People have moved to Folsom for the boating, business have moved in due to the high traffic and like I said prior, there is so much land along Natomas street that is unused and would make no impact if it was used. It seems like you could also use a portion of the land near Folsom Pointe and still keep this recreational area open.

As a resident of Folsom and living very near to this site, I am very opposed to the closure of Folsom Pointe.

Tara Davis
Marketing Assistant
Colliers International
1400 Rocky Ridge Drive, Suite 150
Roseville, CA 95661
Tel 916 772 1700
Direct 916 830 2608
Fax 916 773 1711
tara.davis@colliers.com
www.colliers.com
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1/23/2007

Porter, Stacy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Monday, January 22, 2007 10:40 AM
To: Shawn Oliver
Subject: Fwd: Folsom Point

>>> "Dan Normoyle" <dan.normoyle.nbz8@statefarm.com> 01/22 10:35 AM

>>>

To whom it may concern;

I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the local economy and quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well.

Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable. Thank you for your consideration.

Dan Normoyle
State Farm(r)
Providing Insurance & Financial Services
25004 Blue Ravine Road, Suite 119
Folsom, CA 95630
(916) 608-2600 Phone (916) 608-2603 Fax
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Porter, Stacy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Monday, January 22, 2007 10:32 AM
To: Shawn Oliver
Subject: Fwd: Proposed Closure of Folsom Point, qualified opposition tothat.

>>> "Rennie James" <renniel@comcast.net> 01/22 10:28 AM >>>
Good morning?

I oppose the 100% full time closure of Folsom Point for seven years!

I am writing in response to a report that all the alternatives to the construction of improvements at Folsom Dam and area dykes and dams will require the seven (7) year closure of Folsom Point Recreation area.

My wife and I and Punkin visit the Point every day in the winter and twice a day in the summer if we are in town. This is our back yard and the reason for remaining at this residence. We have been at 125 Landrum Circle for 11 years and the best thing about is Location.

If the Folsom Dam and dykes improvements depend on and the only alternative is to close Folsom Point then I say close Folsom Point and make the necessary improvements. However, I believe that this alternative is probably the most convenient alternative and others may have been eliminated as inconvenient or cost more to accomplish. I concede that I do not have all the information that you who have been working overtime to accelerate this project have acquired. However, I believe that a compromise can and should be considered. I am sure that access control, the existence of a traffic light and existing gate provide considerable cost savings.

Also there is considerable space to stage equipment and materials in one place. If that did not require the closure of Folsom Point completely I would agree. The closure of Folsom Point would cost the community more, in my opinion, than the costs of dispersing these equipment and materials over a larger area in the community. For example the flats down stream from Mormon Island Dam on either side of Green Valley Road could be used for materials and equipment. Portions of the Folsom Point Recreation area could be used. The area around Dyke Seven should be considered. Speaking of that what about the open space around the prison? Sure improved security would be needed, but it would not restrict access to Folsom Point. I believe that you are able to use Folsom Point recreation area or parts of it without closing the park completely.

Have you ever paid attention to the financial impact of Folsom Point?

Each of those boaters, skiers, fishermen, day campers group picnic's at the Point and leisure boaters needs fuel, food, bait and equipment to make their visit everything they hope it will be. Many of the recreational users finish the day on the way home with refueling and having a quick meal on the way home.

While passing through Folsom they see things that they may not have been aware of. The Thursday Night Market, Cappuccino Cruisers night at the Red Robin, Music in the park, the

new Lib ~~Comment #281~~ our Zoo, these are all aspects that passers by notice. Then you have the Sutter Street Grill for breakfast and Hop Sings for dinner on the way home.

I am sure you can come up with other options and still complete this project as planned.

Please take a moment and consider my suggestions before you throw them in the trash can!

Rennie and Norma James

125 Landrum Circle

Folsom, Ca 95630

916-337-4263 Cell

916-351-5602 Home

Comment #282

Porter, Stacy

From: Gary Frolich [GFrolich@dfsfin.com]
Sent: Monday, January 22, 2007 10:27 AM
To: soliver@mp.usbr.gov; rebecca.a.victorine@usace.army.mil
Subject: Closure of Folsom Pt / Dike 8

This would be the worse idea I've seen in this whole Folsom Dam/Lake situation in our 17 yrs of residence. I know there is plenty of room around the point closer to the dam.....let the rich people or the developers who are building out that entire point look at some equipment for awhile, instead of forcing thousands of people off the whole lake for years and years!!!!!!!!!!!!!!!!!!!!

We bought here for access to Folsom Lake which has become more trouble than this town is worth. We understand recreation is at the bottom of the list for the lake, but with 12 govt bureaus involved it has become typical govt waste and abuse of the public GOOD.

DON'T CLOSE FOLSOM POINT - would be the last straw in a long list of govt missteps since 9/11.....and the good residences of Folsom Town continue to pay the price and suffer the incompetence of our govt!!!!!!!!!!!!!!!!!!!!!!!!!!!!

We know you have a job to do.....please, please consider another alternative.

We werent planning on moving, but we will and we will take our money with us (and we are not alone).

Thanks you for your consideration.

Porter, Stacy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Monday, January 22, 2007 10:24 AM
To: Shawn Oliver
Subject: Fwd: Folsom Point, Dyke 8, Closure

>>> <Scott.Wiemerslage@lennar.com> 01/22 9:01 AM >>>

To whom it may concern:

Upon recently hearing of the possible closure of Folsom Point, park and boat launch for up to seven years, I have been beside myself.

Understanding the ramifications of this act and pursuing them without diligence is one of the more irresponsible proposals I have heard. This proposal coupled with the complete lack of public knowledge continues the ever widening gap between the "stewards," of the lands and the general public.

Please consider any other potential alternatives to the proposed current one. The quality of life both for the boaters, park visitors, and neighborhoods is weighing on your decisions.

Seven years?

What about the kids who will grow up in that time and not to have ever known the beauty of the lake?

What about homeowner's buying or selling in that time that will either lose tremendous value or never see the potential and look elsewhere?

What about the already congested launches and park areas that will now have to be absorbed by the other three entrances?

What about the loss of potential income and profit from recreationalists looking elsewhere?

What about the environmental impact statements?

What about using Folsom Dam Road, already in existence, and not being used to access?

Please reconsider.....

Scott Wiemerslage
Lennar Homes, Bay Area
Field Supervisor, Established Communities
925-570-4585
scott.wiemerslage@lennar.com

Porter, Stacy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Monday, January 22, 2007 10:24 AM
To: Shawn Oliver
Subject: Fwd: Do not close Folsom point

>>> "Troy Watson" <troywatson73@sbcglobal.net> 01/22 9:03 AM >>>
We are completely opposed to closing Folsom point. There are too many people that use the park to shut it down. Please find an alternative site.

Thanks ,

Troy Watson 916-730-4585

Porter, Stacy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Monday, January 22, 2007 10:23 AM
To: Shawn Oliver
Subject: Fwd: Closing of Folsom Point

>>> david brown <browndl8@hotmail.com> 01/22 10:21 AM >>>
I am OPPOSED to closing Folsom Point.

David L Brown
2331 Clapton Way
Folsom CA 95630

Get into the holiday spirit, chat with Santa on Messenger.
<http://imagine-windowslive.com/minisites/santabot/default.aspx?locale=en-us>

Porter, Stacy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Monday, January 22, 2007 10:22 AM
To: Shawn Oliver
Subject: Fwd: Please do not close Folsom Point

>>> "Krista Fisher" <aggies00@gmail.com> 01/22 9:52 AM >>>
Mr. Shawn Oliver,

I strenuously object to the proposed closure of Folsom Point State Recreation Area. This proposition is unacceptable to me and to the citizens of Folsom and our surrounding communities. Folsom Point is used by many thousands of community members throughout the year for outdoor recreation (walking, biking, running, boating and picnicking) and sometimes just contemplation. The closure would be an outrage and detrimentally impact the local economy and quality of life for those in Folsom. Since the Dam Road closed, it has been the only access to Folsom Lake within the City of Folsom and has been a serious draw for visitors as well.

Please choose an alternative solution, as closing Folsom Point is absolutely unacceptable.

Thank you for your consideration ,
Krista Fisher

Porter, Stacy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Monday, January 22, 2007 10:23 AM
To: Shawn Oliver
Subject: Fwd: Closing of Folsom Point

>>> Viera Weldy <vieraw@sbcglobal.net> 01/22 10:21 AM >>>

I just wanted to go on record to oppose Folsom Point closing. We have lived in Folsom for 10 years and have used Folsom Point to launch our boat for some family time at the lake. We have experienced over crowding and at times were forced to use Brown's Ravine. With Folsom Point closed, all of the day users will be forced to use Brown's Ravine, which will not be able to accomodate all of the overflow.....and what happens when some of the ramps are closed due to low water? Please keep Folsom Point open.

Scott and Viera Weldy
389 Fisher Ct.
Folsom, CA 95630
(916) 985-4640

Comment #288

Porter, Stacy

From: gregory.mercurio@att.net
Sent: Monday, January 22, 2007 10:02 AM
To: soliver@mp.usbr.gov
Subject: Folsom Point

Dear Shawn: As a stakeholder in the outcome of the decision to close/not close Folsom Point, I feel it is only fair to extend the public commentary period to allow the public a fair amount of time to research and comment. According to the newspaper article that I did read, the decision is already made, and the timing and durations are the only outstanding issues.

As the owner of tasty Time Ice Cream & Frozen Yogurt, I am in the direct path of the consequences of the decision. I have NOT had enough time to adequately research this topic. I believe that public disclosure of the rationale behind the USBR's decisions should be the first priority, not the rush to close the Point.

Kind regards,

Greg Mercurio

1/23/2007

Comment #289

Porter, Stacy

From: Clyde [camatson@calweb.com]
Sent: Monday, January 22, 2007 9:47 AM
To: soliver@mp.usbr.gov; rebecca.a.victorine@usace.army.mil; clocke@sacbee.com
Subject: Folsom Dam Project

I have been following the discussion on the levies and dam modifications for quite some time now. To date I have found no recollection in this process of the near flood a few years back.

As I recall, after some number of years the management of the dam facilities decided that now was the time to "test" the gates. This was during a period of time when inflows were very high. When they tried to open and close the first gate it broke. Remember this was only one of the existing gates. The gate jammed and broke, leaving it mostly open. This put almost enough water down the river to over top the levies. At the Howe Ave. bridge the river was about a foot from the top of the levee. At Rio Americano High School the situation was the same. My daughter went to that school at that time. As it worked out luck held and the levees did not get over topped.

I have looked at the levee plans (not well) and looked at the sketch of the dam modifications. As I see them the thing that concerns me most is the modification to the dam.

As I see it more gates are being added and on the south end of the dam a dirt berm is planned. The comment that was made about this berm was that if the water got to the point of over topping the dam this berm would wash out and prevent over topping the dam.

The problem that I see is that the Berm is at least as wide as three gates, at a minimum. And once washed out is uncontrollable as to flow.

This looks like a **REAL** problem to me and will be to most of Sacramento. I believe this is asking for another New Orleans levee failure.

What do you think?

Clyde Matson
1430 Joby Lane
Sacramento, CA
95864-3129

Phone: 916-487-5445

1/23/2007

Porter, Stacy

From: Katarzyna Turkiewicz [kturkiew@arb.ca.gov]
Sent: Monday, January 22, 2007 8:12 AM
To: mfinnegan@mp.usbr.gov; soliver@mp.usbr.gov; rebecca.a.victorine@usace.army.mil
Subject: Folsom Point Closing

I am a long time Folsom resident and take a great pride in our City and our community. I am strongly opposed to closing Folsom Point. Folsom Lake is an important part of our community. Closing it will not only reduce our access to the lake, but will also adversely impact businesses in our community. I especially would like you to consider our senior citizens and our children. Seven years it's a long time in their lives. My younger daughter is now six, by the time you are projecting to open Folsom Point again she will be 13 years old. Some of our elderly friends and neighbors may not live long enough to see it reopen, and for them it is difficult to seek an alternative access.

I would appreciate if you could take my comments into consideration before you make a final decision.

Kasia Turkiewicz
665 Henry Court
Folsom, CA 95630
Phone: (916) 351-1526

Porter, Stacy

From: Mike Wall [mwall@fcusd.org]
Sent: Sunday, January 21, 2007 9:57 PM
To: mfinnegan@mp.usbr.gov
Subject: Closing Folsom Point...

To whom it may concern,

I am a longtime homeowner in the Briggs Ranch development of Folsom and much of the reason I bought my home here was due to the easy access to Folsom Lake and the easy access to Granite Bay via the Folsom Dam Road. Now a little more than 6 years has passed and two of the most logistical benefits of living where I bought my house are in danger of going away. Travel to Roseville is a nightmare and traffic in Folsom is a disaster due to the dam road closure. Now I hear that Folsom Point may close so that I will have to take my boat miles away, through this traffic, to get to the water. PLEASE DO NOT RUIN MY ACCESS TO THE LAKE!!! DO NOT CLOSE FOLSOM POINT!!! FIND ANOTHER ALTERNATIVE SO AS TO AVOID FURTHER HARDSHIPS FOR THE RESIDENTS OF FOLSOM.

Thanks for your time and consideration.

Mike Wall
129 Loughridge Way
Folsom
916-985-0452

Comment #292

Porter, Stacy

From: Tony Cann [mikecann@pacbell.net]
Sent: Tuesday, January 23, 2007 8:41 AM
To: soliver@mp.usbr.gov; mfinnegan@mp.usbr.gov
Cc: rebecca.a.victorine@usace.army.mil
Subject: Folsom Point Closure

I strongly object to the proposed closure of Folsom Point State Recreation Area! This proposition is unacceptable to the citizens of Folsom and surrounding communities. Folsom Point is used by thousands of community members throughout the year for walking, biking, running, boating and picnicing, its closure would be an outrage. Folsom Point is the only access to Folsom Lake in the City of Folsom.

Please consider alternative solutions, as closing Folsom Point is absolutely unacceptable.

Thank you,
Michael Cann

1/23/2007

Comment #293

Porter, Stacy

From: Van Saun [mkvansaun@comcast.net]
Sent: Wednesday, January 17, 2007 10:32 PM
To: soliver@mp.usbr.gov
Subject: Concerned Residents

To: Shawn Oliver
From: Mark and Kathy Van Saun

We are contacting you in regards to the proposed closing of the Folsom Point Recreation Area or Dike 8. We are very concerned about this matter and ask that you would not only reconsider this proposal but give us more information. We have been Folsom residents and Briggs Ranch homeowners for over 11 years and we can not imagine what such a closure would do to our community and our neighborhood.

Like many of our neighbors, we moved here primarily because of the lake access. Our family loves to take walks, run and mountain bike at the lake. We are extremely concerned about the devastating effect such a closure would have on the near by businesses as well as our home values. We personally know of a family that was considering several homes in the area to purchase and said yesterday that they will not buy here due to this issue.

Why haven't other access points been chosen to help with this matter without closing down an entire recreational area? Folsom Point is Folsom's only access where as Granite Bay has two access areas.

We have dealt with the burden of the Dam Road closure and saw the effects of that decision on businesses, commutes and community access. We cannot stomach another blow to our community.

We ask you to please reconsider this decision and find an acceptable solution.

Sincerely,
Mark and Kathy Van Saun
Briggs Ranch Residents, Folsom

1/23/2007

Comment #294

Porter, Stacy

From: Jeffrey McCracken [JMCCRACKEN@mp.usbr.gov]
Sent: Tuesday, January 23, 2007 8:20 AM
To: Shawn Oliver
Subject: Fwd: Submission to Reclamation

fyi...for the comment file....

>>> <skeeterfaust@comcast.net> 01/21 9:46 AM >>>

From Keith Faust (skeeterfaust@comcast.net) on 01/21/2007 at 05:01:17

MSGBODY:

As a resident of Folsom I'm against the closure of Folsom Point by the Federal Government to raise Folsom Lake. Do we need to have Folsom Lake raised, yes. Can another staging area be found to accommodate the equipment needed by the Corp of Engineers, yes.

During the closure of Folsom Dam Road for repairs on the flood gates, the parking lot adjacent to the Dam was used the staging area, why can't this be done again.

Approx. 186,000 people use Folsom Point to either launch their boats, picnic, or dive on a yearly basis. We have enough traffic on the surface streets as the result of the Dam Road closure, now we are going to put an additional 186,000 on the already congested streets?

There must be another answer to closing Folsom Point or any access to Folsom lake. Why does the Corp. of Engineers have to close an access road to the lake while they raise the level of the dam? I realize raising Folsom Lake is a huge project, but there must be another solution so that the tax payers and the Corp of Engineers can co-exist during the seven years it will take to complete this project.

Respectfully

Keith Faust
106 Windstar Cir.
Folsom, CA.
(916) 985-7048

Previous Page: <http://www.usbr.gov/main/comments.cfm>

1/23/2007

Porter, Stacy

From: Dean Deguara [ddeguara@pacbell.net]
Sent: Monday, January 22, 2007 9:43 PM
To: mfinnegan@mp.usbr.gov
Subject: Don't close Folsom Point

Please don't close Folsom point and inconvenience the residents once again. Inconvenience the contractors and make them park their equipment somewhere else.

Dean Deguara
238 Montrose Dr.
Folsom, CA

Porter, Stacy

From: Shari Warr [shariw@spm1.com]
Sent: Monday, January 22, 2007 8:02 PM
To: mfinnegan@mp.usbr.gov
Subject: Folsom

Please don't close Folsom Point. Let this count as my opposal.

Shari Warr
Account Executive
Sierra Pacific Mortgage
50 Iron Point Circle
Folsom, CA 95630
(916) 769-4980 Cell
(916) 932-1700 Main
(916) 932-0536 Fax

Please refer to our website for real time Loan Status, Automated Approvals, Locking online, Ordering Docs online and Pipeline information at www.spml.com

WARNING : Folsom Point (Dyke 8) Closure! **Closing for 7 years?!!**



- Do you walk, picnic, ride bikes or trail horses at Folsom Point?
- Do you launch your boat at Folsom Point?
- Do you enjoy walking your dog at Folsom Point?

*If so, be aware they are going to close Folsom Point for **6-7 Years!** ... This includes the boat launch, park & picnic areas!!*

If you enjoy the many recreational activities that Folsom Point/ Dyke 8, has to offer, you might be surprised to find out that effective Fall 2007, the Bureau of Reclamation is proposing closing Folsom Point/ Dyke 8 to all visitors for the duration of seven years. The Bureau, along with the Army Corps of Engineers are working to retrofit the dam and are proposing to use Folsom point as a staging area for construction materials and equipment. While the Bureau of Reclamation states that the closure of Folsom Point is a worst-case scenario, it is included in **all five** project alternatives. The full closure of Folsom Point for seven years is estimated to result in a loss of upwards of 820,000 visitors, as well as negatively impact Browns Ravine, Beals Point, and Granite Bay boats launches due to overwhelming congestion. **While we support the Dam project, there are many other alternatives that have yet to be explored that would allow for Folsom Point to remain accessible to the public. We need to ensure all options are considered.**

What can you do?.. Most Importantly.. Let your voice be heard.

All comments submitted by the public *before the January 22, 2007 cut off date* must be addressed by the Bureau of Reclamation. If we, the public don't speak out, the Bureau has a green light to go ahead and certify the project without exploring alternative options.

email: Bureau of Reclamation:

mfinnegan@mp.usbr.gov

soliver@mp.usbr.gov

916-988-1707

(U.S. Army Corp. of Engineers

rebecca.a.victorine@usace.army.mil

**Join us on Sat. Jan. 20th @ 12:00 at the Folsom Point Park entrance
to rally to save our park & boat launch!!!**

**Please..even if you just show up to fill out a comment card....it will
be delivered to City Hall on Monday, Jan. 22nd (we need every single
comment) for more detail on the rally...**

call Nora Allarea @ 916-303-3452

Folsom Point Closure

Please help to prevent this from happening!!!

**Make sure you email your opposition to closing Folsom Point for any length of time!!!!*

email: Bureau of Reclamation:

mfinnegan@mp.usbr.gov

soliver@mp.usbr.gov

916-988-1707

(U.S. Army Corp. of Engineers

rebecca.a.victorine@usace.army.mil

Name: Phil Vaughan

Street Address 14 Island Street

City Saunders Beach State Queensland, AUSTRALIA Zip Code 4818

Email address: amoz@getonit.com.au

To: the Bureau of Reclamation:

Comments, Suggestions, Complaints, etc.

PLEASE DON'T LET ANYTHING HAPPEN TO PREVENT PEOPLE FROM USING THIS WONDERFUL RECREATION AREA.

I HAVE USED THIS LAKE FOR LEISURE PURPOSES ON PAST VISITS TO THE UNITED STATES AND IT TRULY WOULD BE A SHAME TO DEPRIVE FOLKS OF SUCH A BEAUTIFUL AND BOUNTIFUL ENJOYMENT AREA.

SURELY, IT WOULD BENEFIT THE LOCAL COMMUNITY FINANCIALLY AS WELL, WITH VISITORS RETURNING TO USE THE GREAT FACILITIES YOU HAVE TO OFFER THEM THERE. THEY SUPPORT YOUR COMMUNITY GREATLY WITH FINANCIAL GAINS FROM THE MONEY SPENT BY THE VISITING PUBLIC FROM ELSEWHERE OTHER THAN THE DEAR FOLKS OF THE FOLSOM AREA.

***Please send CD to the above address!**

Comment #298

Porter, Stacy

From: Wyatt, George [George.Wyatt@owenscorning.com]
Sent: Tuesday, January 23, 2007 3:52 PM
To: mfinnegan@mp.usbr.gov
Cc: REINERT, MICHAEL (PBD)
Subject: Folsom Point closure

Please be advised that I am opposed to the closing of Folsom Point. I use the boat launch ramp quite often, and pay an annual fee to be able to do so! One of the reasons that my family lives in Briggs Ranch is the closeness and availability of this facility. Please do not close it.

George Wyatt

Area Sales Manager- Northern California

916-608-9659 Office

916-716-3225 Cell

419-325-9455 Fax

george.wyatt@owenscorning.com

The information contained in this communication and its attachment(s) is intended only for the use of the individual to whom it is addressed and may contain information that is privileged, confidential, or exempt from disclosure. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this communication in error, please notify postmaster@owenscorning.com and delete the communication without retaining any copies. Thank you.

Translations available: <http://www.owenscorning.com/emailfooter.html>

Comment #299

Porter, Stacy

From: John Sarno [jvsarno@comcast.net]
Sent: Tuesday, January 23, 2007 12:48 PM
To: mfinnegan@mp.usbr.gov
Cc: soliver@mp.usbr.gov; rebecca.a.victorine@usace.army.mil
Subject: Folsom Point
Importance: High

I am writing this e mail to show my support AGAINST closing Folsom Point ,This action you are considering is ludicrous at best ! why can you not use the vista point area at the dam cite ? you have closed the dam road and that area is just sitting there, as a Folsom resident for approx 20 years we have put up with every inconvenience you can imagine why are you trying to inflict another ?
John and Sharon Sarno

1/24/2007

Comment #300

Porter, Stacy

From: Heather Sibilla [hsibilla@folsom.ca.us]
Sent: Tuesday, January 23, 2007 10:49 AM
To: soliver@mp.usbr.gov
Subject: FW: Proposed Folsom Point Closure

From: Janelle Mau [mailto:janelle.mau@comcast.net]
Sent: Saturday, January 20, 2007 2:03 PM
To: The Mayor
Subject: Proposed Folsom Point Closure

Dear Mayor Morin,

We are against the closure of Folsom Point!!

Folsom Point is a park used by many people throughout our city. As a resident of a neighborhood near Folsom Point, you probably realize just how many of our neighbors *walk* over to use this facility on a daily basis. Dog walking, swimming, fishing, nature hikes, running, bicycling, and boating are just some of the activities people enjoy. The second grade classes at Folsom Hills Elementary take a walking field trip to Folsom Point to study nature every year. This is wonderful exercise for all who are able to walk to the lake!

Closing Folsom Point would eliminate that option for all residents of Briggs Ranch and nearby neighborhoods. We'd then have to get in our cars and drive to another park at the lake, thereby increasing traffic and pollution in the city. This closure will adversely affect our property values in these neighborhoods as well, and decrease the desirability of living here. In addition, the noise of heavy equipment, machinery, and increased truck traffic in and out of the area will negatively impact our neighborhood even further.

Many other residents and businesses throughout Folsom will also be severely impacted by the closure of Folsom Point, as I'm sure you are already aware.

There must be some other options for the location of this construction staging area for the work projects on Folsom Dam. Those other options need to be explored further!!

Please speak out on behalf of the residents of Folsom, and work towards finding another location for the construction staging area.

Sincerely,

Janelle & Curtis Mau
113 Marvin Ct.
Folsom (Briggs Ranch)

1/24/2007

Comment #301

Porter, Stacy

From: Heather Sibilla [hsibilla@folsom.ca.us]
Sent: Tuesday, January 23, 2007 10:41 AM
To: soliver@mp.usbr.gov
Subject: FW: Proposed Closure of Folsom Point State Park (A.K.A. Dyke 8)

From: Scout2Family@aol.com [mailto:Scout2Family@aol.com]
Sent: Sunday, January 21, 2007 2:13 PM
To: The Mayor; rebecca.a.victorine@usace.army.mil
Subject: Proposed Closure of Folsom Point State Park (A.K.A. Dyke 8)

To all of our honorable representatives:

I am going to start this letter on a personal note... I live ONE block from Dyke 8. We bought our home because of the convenience Dyke 8 offered to launch our boat and the beauty that it offered when we wanted to have a picnic or just out for a hike. We walk our dog, from our home, to Dyke 8 for a fun afternoon swim.

We've already lost our "easy" connection to other towns using Folsom Dam. Please don't let them take our park away too. This is our life, our children's life... our lifestyle. Please don't take it away!

Here's is the letter that we were asked to circulate among the honorable representatives:

Please be advised that we, citizens of Folsom, CA, have been put on notice that a proposed closure of our park is scheduled for the fall of 2007. This proposal comes from the Bureau of Reclamation and the U.S. Army Corps of Engineers. It is our understanding that our beautiful park and recreation area will be used as a construction staging area for different work projects on the dam and Morman Island Spillway by the Bureau and Army Corps of Engineers.

It is our belief that this closure will have a deep and dramatic effects on families, businesses, tourism, and the environment. The consequences are far reaching. This is a family community. We bring our children to the lake, bike swim, picnic, fish, boat and just enjoy nature. This scenario is repeated over and over again. Folsom Point is one of the reasons people buy homes in this area. This park is one of the jewels of Folsom. Bird Watchers frequent the park. I might point out that even though the Bald Eagle is no longer on the endangered species list, it is still protected by the "Bald and Gold Eagle Protection Act". It is my understanding that one of the afforded protections is not to disturb the nesting area or flight pattern area. This needs more investigation.

We have not been given adequate time to investigate the impact that this proposal will have on our environment. We have other migratory birds that now nest there as well. This is a pathway for many other animals as well. Rattlesnakes also reside at Folsom Point.

The businesses in Folsom will definitely realize a financial impact. Our business owners look forward to the summer months when tourists and other lake traffic provide much needed revenue. Our businesses suffered with the closure of the Dam Road and not this may be the proverbial "straw" for financial loss. Business owners have expressed a great concern.

We do not oppose improvements on the dam. We request a staging area that will not hurt so many families, businesses, wildlife, and real estate values. In all truth we have not been given adequate time in which to address these issues. Our first notice was on January 9th, 2007 We were advised that 3,000 flyers were sent out. This is a city with a population of 63,000. The deadline given to us to discuss the closure is January 22, 2007. That was essentially "no notice". We need counsel as to our rights and the rights of the wildlife who cannot speak for themselves.

We ask all of you, as our voice and representatives, to please aid us in this endeavor.

1/24/2007

Comment #301

Thank you kindly for your time and consideration,

Randy, Natasha, Autumn, Chelsea, Megan and Hailey Pike And Angus (our dog)

(Folsom Residents residing in Briggs Ranch near Dyke 8)

Comment #302

Porter, Stacy

From: Heather Sibilla [hsibilla@folsom.ca.us]
Sent: Tuesday, January 23, 2007 10:33 AM
To: soliver@mp.usbr.gov
Subject: FW: FOLSOM POINT CLOSURE

From: Susan Akin [mailto:akinsja2@yahoo.com]
Sent: Tuesday, January 23, 2007 9:08 AM
To: The Mayor
Subject: FOLSOM POINT CLOSURE

To our Mayor Andy Morin,

I live within 5 minutes of Folsom Point State Park. I was not notified about the proposal to close this wonderful park which I, my family use at least 2 time a week in the winter months and 5 days a week in the spring, summer and fall months. I buy the Annual Pass each year. I have not noticed any postings at the park entrance about the plans to close this park for 7 YEARS! I have heard that there were 3,000 notices sent out. Well I and 60,000 others feel that this is of importance to us as well and deserved to be notified. This impacts us as families, businesses, tourists, it also impacts the real-estate values in our area.

Lake Point is an important asset for outdoor activities, such as boating, picnicking, hiking, bird watching, fishing,swimming, or just to enjoy nature. I and my children have sat at a park bench and watched a snake eat a frog, watch the deer who frequently graze on the shoreline grass or drink from the lake, we watch the migratory birds that rest on its shores. We have shared many memories at Folsom Point State Park. Folsom Point is an important asset for outdoor recreation enthusiasts and as such has a very big impact on home values and our economy. Closing access to its shore lines and boat ramps will be very detrimental to the people who use those amenities and extremely harmful to the local home values in the region. Some of the local businesses, which depend on their proximity to Folsom Point for their success, could very likely be forced out of business as well.

The impact of this closure would be enormous, not only to me and my family but to our community. In the light that there are other alternatives to consider, I hope you will give this further thought. I would suggest considering the sides of the now closed dam road as well as the large parking area to vista/picnic area which are already closed to the public.

I find it disturbing that the announcement of the meeting time came on the same day of its occurrence. I would obviously not be alone in being extremely disappointed to loose continued access to Folsom lake Point during and after any construction takes place.

I furthermore believe that ALL Folsom residents and businesses who have already taken a huge hit by the already closure of the Dam Road, the increase in traffic on our private streets would be granted the time necessary to seek counsel as to our rights and the rights of those who can not speak for themselves such as the local wildlife.

I am asking you as our Voice in this great City of Folsom and our Mayor (of whom I chose to vote for in our last elections), to stand up and speak for us all, not just the 3,000 people who someone, some where deemed necessary to notify.

Respectfully,

Susan Akin and Family
717 Hancock Dr.

1/24/2007

Comment #303

Porter, Stacy

From: Nic ole [nic8119@yahoo.com]
Sent: Tuesday, January 23, 2007 10:06 AM
To: rebecca.a.victorine@usace.army.mil; soliver@mp.usbr.gov; mfinnegan@mp.usbr.gov
Subject: Folsom Point

January 22, 2007

To Whom It May Concern:

I received an email notifying me that Folsom Point would be closed for several years to the public. I understand that a place is needed to store equipment but I also understand that there are other storage options.

I am writing this letter because Folsom Point is not only important and meaningful to me, but it is crucial to the livelihood of local businesses.

I grew up in Folsom and every week my family and I would go for walks along the dyke. We have taken many Christmas photos out there over the years as well as enjoyed family picnics, BBQs' and the Fireman's Eco Challenge.

Businesses rely on the families that venture to and from this part of the lake year round, especially in the summer when the boaters are out and about. So many businesses would go under. Can you imagine what a financial nightmare this would create for many of the business owners located around this part of the lake?

Although I have moved to the Bay Area now and have my own family, I still look forward to Christmas morning walks at the lake and was looking forward to taking my son to picnic at the lake and watch the boats launch at Folsom Point this summer. You may argue that there are other places to go to at Folsom Lake, but none of them are like Folsom Point.

Please reconsider your plans to close Folsom Point. The City of Folsom has already destroyed or removed many things enjoyed by its' residents, we don't need another!

Sincerely,

Nicole Benson

Be a PS3 game guru.
Get your game face on with [the latest PS3 news and previews at Yahoo! Games.](#)

1/24/2007

Comment #304

Porter, Stacy

From: Debbie Sultan [debbiesultan@sbcglobal.net]
Sent: Tuesday, January 23, 2007 9:58 AM
To: soliver@mp.usbr.gov; mfinnegan@mp.usbr.gov; rebecca.a.victorine@usace.army.mil
Subject: NO on Closure of Folsom Point

To the Bureau of Reclamation,

The proposed closure of Folsom point State Park is of great concern to the residents of Folsom. We realize that improvements on the dam and other areas need to take place, but it should not be at the expense of the environment, wildlife, local businesses and our recreational enjoyment. Please seek other options.

A Concerned Citizen of Folsom, Debbie Sultan

1/24/2007

Comment #305

Porter, Stacy

From: Lynn and Eric Bonzell [fishbonz@cwo.com]
Sent: Tuesday, January 23, 2007 8:58 AM
To: mfinnegan@mp.usbr.gov
Subject: Folsom Dam- Closure of Folsom Point

Dear Bureau of Reclamation,

We are opposed to the closure of Folsom Point for the upcoming construction to Folsom Dam. There will be a tremendous negative financial impact to the city of Folsom and it will adversely affect the residents of Folsom as well.

Thank You,

Lynn & Eric Bonzell
909 Palmer Circle
Folsom, CA 95630
916-351-1711

1/24/2007

Comment #306

Porter, Stacy

From: Aimee Wendell [mxaimie@yahoo.com]
Sent: Tuesday, January 23, 2007 9:20 AM
To: mfinnegan@mp.usbr.gov
Subject: Folsom Point

I am OPPOSED to closing Folsom Point. Thank you

Aimee Wendell

Comment #307

Porter, Stacy

From: Heather Sibilla [hsibilla@folsom.ca.us]
Sent: Tuesday, January 23, 2007 9:41 AM
To: soliver@mp.usbr.gov
Subject: FW: Folsom Point closure

From: Lynn Derrick [mailto:lderrick5@comcast.net]
Sent: Tuesday, January 16, 2007 8:54 PM
To: Steve Miklos
Subject: Folsom Point closure

Steve Miklos,

As a homeowner of Folsom, and specifically, Briggs Ranch, I wanted to write to you. I understand the City Council will be deciding whether or not to close Folsom Point for the next 7 years while the new bridge is constructed. I wanted to let you know I am very opposed to this idea. One of the reasons we live in the Briggs Ranch area is because it is so close to Folsom Lake and the quick and easy access to the boat launch at Folsom Point.

I am also very concerned about all the construction trucks that will be disturbing this residential area. I am also concerned what this closure and construction will do to property values in the Briggs Ranch area. This closure can only hurt our lake and boating experience as well as tourism to Folsom Lake.

Please vote on the side of your fellow residents and the welfare of your community. Voters have good memories about these issues when election day rolls around again!

Thank you.

Sincerely,
Lynn Derrick
207 Briggs Ranch Dr.
Folsom, CA

1/24/2007

Comment #308

Porter, Stacy

From: Heather Sibilla [hsibilla@folsom.ca.us]
Sent: Tuesday, January 23, 2007 9:41 AM
To: soliver@mp.usbr.gov
Subject: FW: Folsom Point Rally

From: mcderbymadness@comcast.net [mailto:mcderbymadness@comcast.net]
Sent: Friday, January 19, 2007 3:24 PM
To: corrprincess@ardennetcom; eking@ericking.org; admin dept
Subject: Folsom Point Rally

City Council Members,

I had a very encouraging conversation with Steve Miklos today about fighting the closure of Folsom Point. As we spoke he told me he knew nothing of the rally tomorrow and I wanted to make sure that was not the same case for all of you.

We are holding a rally in the church parking lot at the entrance of Folsom Point tomorrow to have residents of Folsom sign petitions to stop the closure. I hope we can see all of you there to support our community in this protest.

Thank you for your time,

Ann Lindner

608-9676

1/24/2007

Comment #309

Porter, Stacy

From: Heather Sibilla [hsibilla@folsom.ca.us]
Sent: Tuesday, January 23, 2007 9:41 AM
To: soliver@mp.usbr.gov
Subject: FW:

From: bobolover@comcast.net [mailto:bobolover@comcast.net]
Sent: Friday, January 19, 2007 5:29 PM
To: Jeff Starsky
Subject:

We are outraged that you, our elected officials, have basically stuck your heads in the sand regarding the closure of Folsom Point. It really upsets us and our neighbors that you haven't represented the fine citizens of our city in a diligent manner. We literally found out about this issue on January 15, 2007. Why was this never mentioned in any literature from the city? Why were we and everyone we encountered shocked to hear about this at the 11th hour?

I went Folsom City Hall on Tuesday the 16th with my neighbors to express our objections and concerns and to find out detailed information regarding this matter. We left completely frustrated as if we were nothing but an imposition. We were left to take matters into our own hands when this clearly should be the City's responsibility to take care of us and the resources of this city that we moved here to enjoy.

We can only wonder what the impact will be on property values, businesses and the community as a whole.

We believe it is **YOUR RESPONSIBILITY** to address this significant issue and make sure that the closure of Folsom Point does not happen. Surely you can come up with several alternatives that would not impact the lives of all that use this facility.

Ken & Susan Doherty

1/24/2007

Comment #310

Porter, Stacy

From: monique.wilber@edcgov.us
Sent: Friday, January 26, 2007 12:18 PM
To: Porter, Stacy
Cc: soliver@mp.usbr.gov
Subject: El Dorado County comments on Folsom DS/FDR DEIS/EIR
Attachments: El_Dorado_County_FolsomDS-FDR_DEIS-R_comments_012607_scanned-signed.pdf;
El_Dorado_County_Comments_Folsom_CAR_DEIR_012607_adobe-unsigned.pdf

Hello Stacy,

Here are comments from El Dorado County regarding oak woodlands. I'm including the scanned pdf with signature, but our scanner is not great, and some type is small, so I'm also sending an Adobe pdf, unsigned, so the authors can actually read what I'm commenting on!

Happy comment-gathering, and have a good weekend!

Thanks,
Monique

Monique Wilber
Assistant Planner
El Dorado County Development Services
monique.wilber@edcgov.us
(530) 621-5355
<http://www.co.el-dorado.ca.us/Planning/GeneralPlanImplementation.html>

1/26/2007

DEVELOPMENT SERVICES DEPARTMENTCounty of
EL DORADO<http://www.co.el-dorado.ca.us/devservices>PLANNING
SERVICES**PLACERVILLE OFFICE:**

2850 FAIRLANE COURT
PLACERVILLE, CA. 95667
(530) 621-5355
(530) 642-0508 Fax
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planning@co.el-dorado.ca.us

LAKE TAHOE OFFICE:

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SOUTH LAKE TAHOE, CA 96150
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EL DORADO HILLS OFFICE:

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EL DORADO HILLS, CA 95762
(916) 941-4967 and (530) 621-5582
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planning@co.el-dorado.ca.us

January 26, 2007

Mr. Shawn Oliver
Bureau of Reclamation
7794 Folsom Dam Road
Folsom CA 95630

Re: Folsom Dam Safety and Flood Damage Reduction Draft EIS/EIR

Dear Mr. Oliver;

El Dorado County appreciates the opportunity to review and respond to the Folsom Dam Safety and Flood Damage Reduction (DS/FDR) Draft EIS/EIR. This letter is in response to actions which may affect terrestrial vegetation and wildlife, specifically oak woodlands.

As noted in Section 3.12, Land Use, Planning and Zoning, page 3.12-3, the El Dorado County Interim Interpretive Guidelines for General Plan Policy 7.4.4.4 – Forest and Oak Woodland Resources (Public Review Draft) was reviewed by the Draft EIS/EIR authors for information. As an update, the Interim Interpretive Guidelines were finalized and adopted by the Planning Commission on November 9, 2006. El Dorado County is currently conducting an intensive study of oak woodlands in the County which will result in an Oak Woodland Management Plan in spring/summer 2007, which will replace the interim guidelines. Ongoing documentation is posted on our oak woodlands website, available at:
<http://www.co.el-dorado.ca.us/Planning/GeneralPlanOakWoodlands.html> .

Table 3.5-4, Summary Comparison of Impact of Alternatives of Section 3.5, Terrestrial Vegetation and Wildlife, indicates that Alternatives 1 through 5 will have a Significant but Mitigatable Impact (CEQA) and an Adverse Impact (NEPA) to protected oak woodlands. We have reviewed the DEIS/DEIR, and the USFWS Coordination Act Report, and offer the following comments:

DEIS/DEIR comments:

1. Section 3.5.1.2, Regulatory Setting, State: Although the California Environmental Quality Act (CEQA) PRC §21000 et.seq. is noted, in particular, CEQA PRC §21083.4 is not identified, which has a direct bearing on allowable mitigation for oak woodlands.

2. Section 3.5.1.2, Regulatory Setting, Local, Local Native Tree Protection Ordinance: At present, in El Dorado County, protection of native trees and oak woodlands is set by general plan policies and interim interpretive guidelines.¹
3. Section 3.5.1.3, Existing Conditions, Vegetation, Upland Plant Communities, Interior Live Oak Woodland, Blue Oak Woodland and Savanna, pages 3.5-4 to 3.5-5: There do not appear to be any maps which spatially approximate the potential future inundation zone (1,323 acres) and the construction area (81 acres) which will affect oak woodlands. It would be helpful to see where the affected oak woodland areas lie, as well as noting the amount of acreage for each county/city affected.
4. Section 3.5.4, Mitigation Measures, pages 3.5-51 to 3.5-52: El Dorado County's Interim Biological Resource Study and Important Habitat Mitigation Program Guidelines, adopted by the Planning Commission on November 9, 2006, and available at our oak woodlands website noted above, contains detailed recommendations regarding safeguarding trees during construction.

Appendix B, Federal Biological Compliance, Draft Fish and Wildlife Coordination Act Report CAR) comments:

5. Draft CAR – Table 7, Evaluation Species, Resource Categories, and Compensation Planning Goals selected for cover-types impacted by the Folsom DS/FDR Project, California, page 34: We acknowledge the value of the Mitigation Planning Goals of “No net loss of in-kind habitat value” for Oak-grey pine woodland and Oak savannah.
6. Draft CAR – Table 8, Oak Woodland – Grey Pine Woodland Mitigation Site Development Criteria, Folsom DS/FDR Project, California, page 39: Mitigation exceeds El Dorado County's replanting requirements (of 200 trees/acre)², matches the management intensity (moderate to intensive)³, but falls below the County's standard for monitoring (of 10 years for seedlings, 15 years for acorns) . Mitigation does not address the success rate of replanting, for which the County standard is 90 percent⁴.
7. Draft CAR – Recommendations, General, page 40: El Dorado County agrees that avoidance of impacts to woodlands and wetlands is a primary mitigation action.
8. Draft CAR – Recommendations, General, page 41: “Compensate for unavoidable impacts to oak-grey pine woodland habitat by acquiring suitable lands and developing oak woodland habitat using the assumptions contained in Appendix A...” El Dorado

¹ The El Dorado County Oak Woodland Management Plan and Oak Tree Protection Ordinance are pending but not yet adopted.

² McCreary DD. 2001. *Regenerating rangeland oaks in California*. Berkeley (CA): University of California, Agriculture and Natural Resources. Communication Services Publication #21601. 62 p.

³ Management intensity assumes that 10 years after planting 1 year old saplings that trees that have been nurtured with high management intensity will be on average 2 inches DBH with 90 percent survival; moderate management intensity will result in trees that are on average 1.5 inches DBH with 85 percent survival. From:

Standiford, R.B., D. McCreary, and W. Frost. 2002. Modeling the effectiveness of tree planting to mitigate habitat loss in blue oak woodlands. In: Standiford, R.B., D. McCreary, and K.L. Purcell (tech. cords.), Proceedings of the Fifth Symposium on Oak Woodlands: Oaks in California's Changing Landscape. Gen. Tech. Rep. PSW-GTR-184. Pacific Southwest Research Station, Forest Service, U.S. Department of Agriculture.

⁴ Refer to El Dorado County Interim Interpretive Guidelines for General Plan Policy 7.4.4.4 (Option A), adopted November 9, 2006, Definitions, page 2, 1:1 Woodland Replacement.

County notes that CEQA PRC §21083.4 only allows 50 percent of mitigation of impacts to oak woodlands to be in the form of replanting. Other mitigation options include conservation easements and contribution of funds to the Oak Woodlands Conservation Fund or other trusts to purchase oak woodland conservation easements in perpetuity.

Recent studies by Giusti et al. (2005)⁵ states, "...it is becoming apparent that replacement seedlings as a mitigation measure for removal of older stands of trees cannot meet the immediate habitat needs of forest-dependent animal species. This realization has expanded the discussion beyond simple replanting schemes as a means of mitigating impacts."

The limited effectiveness of plantings for mitigation were demonstrated in a study that used data from 10-year-old planting to model the development of blue oak stand structure attributes over 50 years (Standiford et al., 2002). The model showed that a 10 percent canopy cover of oak woodland could be achieved in 10 years if trees were planted at a density of 200 trees per acre and maintained at high management intensity. After 50 years, trees in planted stands were still small (1-6 inch diameter at breast height) and wildlife habitat quality was not equivalent to that of mature oak woodland. Species composition shifted from wildlife species that utilize acorns, cavities and downed wood to those that utilize open areas. This study emphasizes the need for a comprehensive approach to mitigation and not to rely solely on replacement planting of oak woodlands.

9. Draft CAR – Table 10, Summary of Cover-Types, Acres Impacted, and Compensation Needed by Alternative Proposed for the Construction of Folsom DS/FRD Project, California, page 60: El Dorado County acknowledges that the mitigation acreage ratio exceeds the County maximum requirement of 2:1.

Thank you for this opportunity to review and comment upon the Draft EIS/EIR. If you have any questions, please contact me at (530) 621-5355, or by email at SHust@co.el-dorado.ca.us.

Sincerely,

Steven D. Hust
Principal Planner
El Dorado County Development Services
2850 Fairlane Court
Placerville CA 95667

⁵ Giusti, G.A., A. Leider, J. Vilms, and J. Fetherstone. 2005. Planning options for oak conservation. In: Giusti, G.A., D.D. McCreary, and R.B. Standiford (eds.), A Planner's Guide for Oak Woodlands. University of California Agriculture and Natural Resources Publication 3491.

Comment #311

Tisthammer, Troy

From: Buer. Stein (MSA) [buers@SacCounty.NET]
Sent: Saturday, January 27, 2007 9:21 PM
To: beckncall@inreach.com
Subject: FW: Opposition to Closure of Folsom Lake recreation Sites
Attachments: Folsom Lake Controversy.doc

Dear Mr. Beck:

Your comments will be included in the formal records and will be duly considered in preparation of the final. Thank you for taking the time to make your concerns known.

From: Bruce Beck [mailto:beckncall@inreach.com]
Sent: Friday, January 26, 2007 12:17 PM
To: Buer. Stein (MSA)
Subject: Opposition to Closure of Folsom Lake recreation Sites

Mr. Buei:

Please review and use the attached document of our opposition to any closure of any Folsom Lake recreational sites for equipment parking.

Thank you:

Bruce Beck

COUNTY OF SACRAMENTO EMAIL DISCLAIMER:

This email and any attachments thereto may contain private, confidential, and privileged material for the sole use of the intended recipient. Any review, copying, or distribution of this email (or any attachments thereto) by other than the County of Sacramento or the intended recipient is strictly prohibited.

If you are not the intended recipient, please contact the sender immediately and permanently delete the original and any copies of this email and any attachments thereto.

1/26/2007

To Whom It May Concern:

RE: Folsom Point/Folsom Lake Controversy:

We have received/read about disturbing information about the proposed closure of Folsom Point (Dyke 8) and/or Granite Bay as a staging area for equipment for the upcoming construction at Folsom Lake.

We live in Rocklin, very close to Folsom Lake. We are **opposed** to any closure of all current boating access to Folsom Lake for use of equipment parking.

We have been boating on Folsom Lake for more than 25 years. Any closing of any boating access and public picnicking would not be in the best interest of the local economy, local boating area and the overall boating industry in general.

1. Why the equipment parking area can't be established along Folsom-Auburn Road near the closed road to the Dam?
2. Close some of Beal's Point as boaters can not use that area for launching?
3. What about the parking area that is closed to the public next to the Dam?
4. There are large fields near the Dam Road in the Folsom area, use them?
5. Otherwise the expansion and creation of Beal's point for boat launching would help IF the closure of Folsom Point (Dyke 8) were to happen.

There are a large number of boaters in the Sacramento area. Requiring boaters to travel to other locations would not only crowd those other locations more than usual but cause other environmental issues with more traveling, using more gas to travel to other lakes, causing more environmental issues at those locations, etc.

Please establish other sites to use for staging. There are a lot of other areas that can be considered.

Thank you:

Bruce & Rosemary Beck
(916) 789-1323

Comment #312

Tisthammer, Troy

From: Micheaels, Jim [JMICHE@parks.ca.gov]
Sent: Friday, January 26, 2007 3:58 PM
To: Shawn Oliver; Rebecca.A.Victorine@usace.army.mil
Cc: Nakaji, Scott; Gross, Michael
Subject: DPR Comments on DEIS/DEIR - Dam Safety/Flood Damage Reduction
Attachments: Letter to Reclamation - Dam Safety-Flood Damage Reduction DEIR-DEIS.doc; Attachment - Dam Safety-Flood Damage Reduction.doc

Shawn and Becky –

Attached are DPR comments on the DEIS/DEIR. Signed hard copies of the letter and attachment were hand delivered to Reclamation today and will go into the mail to others who have been cc'd. Thanks, JM.

Jim Micheaels, Staff Park & Recreation Specialist
Gold Fields District
7806 Folsom-Auburn Road
Folsom, CA 95630
(916) 988-0513
(916) 988-9062 fax

1/29/2007



Gold Fields District
7806 Folsom-Auburn Road
Folsom, CA 95630

January 26, 2007

Michael Finnegan, Area Manager
U.S. Bureau of Reclamation
Central California Area Office
7794 Folsom Dam Road
Folsom, CA 95630

Re: Folsom Dam Safety and Flood Damage Reduction DEIS/DEIR

This letter is to express the concerns and recommendations of the California Department of Parks and Recreation (DPR) Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR) regarding the Folsom Dam Safety and Flood Damage Reduction Project. DPR has previously provided extensive comment and recommendations regarding this project including an April 6, 2006 letter and several rounds of comments regarding administrative drafts of this DEIS/DEIR.

DPR is supportive of the twin goals of this project, improving public safety relative to the dams and dikes and providing additional flood protection for the region. As Reclamation's managing partner for recreation, natural and cultural resources at Folsom Lake State Recreation Area (SRA), DPR is also concerned about the impacts of the project on these resources and uses. About 1.5 million visitors recreate at Folsom Lake SRA annually. Obviously this project will have some significant impacts on this recreation use and the facilities supporting this use. To date, DPR does not believe the project impacts to recreation use and facilities at Folsom Lake SRA have been adequately mitigated. We look forward to continuing to work with the lead agencies to find ways to avoid impacts to recreation use and facilities and to mitigate these impacts. Please see the enclosed Attachment with our specific comments for each of the recreation use areas within the SRA that may be impacted by the proposed project.

If you have any further questions regarding this matter, please contact either myself or Folsom Sector Superintendent Michael Gross at (916) 988-0205 or the Gold Fields District Planner Jim Micheaels at (916) 988-0513. Thank you.

Sincerely,

Scott Nakaji
Gold Fields District Superintendent

CC
Comment #312

Stein Buer, Sacramento Area Flood Control Agency
Colonel Ronald N. Light, Sacramento District, Army Corps of Engineers
Shawn Oliver, U.S. Bureau of Reclamation
Becky Victorine, U.S. Army Corps of Engineers
Joe Lucchi, City of Folsom, Economic Development Director
Joe Gagliardi, President and CEO, Folsom Chamber of Commerce and Folsom
Tourism Bureau
Paul Romero, California State Parks, Chief Deputy Director
Ted Jackson, California State Parks, Deputy Director Park Operations
Tony Perez, California State Parks, Chief Southern Field Division

Attachment: DPR Comments and Recommendations Regarding Folsom Dam Safety and Flood Damage Reduction Draft EIS/EIR

Chapter 2 - Project Elements and Alternatives

2.2.4.1 Auxiliary Spillway

On page 2-37 of the Auxiliary Spillway description the following statement is made in reference to spoil material excavated for the approach channel to the spillway gates which will be deposited on the shoreline:

“It is anticipated that the material excavated from the approach channel would be put to beneficial use.”

Without any explanation of how this spoil material would be used it seems premature to conclude it would be put to beneficial use, the material could just as well impact the native vegetation on the existing shoreline. DPR is interested to know how this spoil material would be used.

2.2.4.7 Embankment Raises (Dikes and Wing Dams)

The Alternatives in the document propose three options for raising the height of the dikes and dams: less than 4 feet for both dam safety and flood damage reduction purposes; 7 feet to provide additional surcharge capacity for flood damage reduction purposes; and 17 feet as an alternative to meet flood damage reduction objectives without any increased discharge capacity.

DPR has previously commented regarding our concerns about the method used to achieve the dam and dike raise. The top of MIAD and Dikes 4, 5 and 6 are currently all utilized as part of the trail system within Folsom Lake SRA. The trails at Folsom Lake SRA are an important recreation amenity for the local neighborhoods, communities and Sacramento region. The trails along the tops of these dikes and dams provide vital connections to other trails downstream of the dikes and dams. The unobstructed views of Folsom Lake are an important part of the experience of recreation visitors using these trails. DPR is specifically concerned about the impact of options utilizing a concrete parapet wall on recreation trail users. This includes both the visual impact of obstructed views and also the impacts the concrete parapet wall and concrete retaining wall may have on access to the trails across the top of these dikes and dams. We believe the concrete parapet wall options will be an attractive nuisance (graffiti) and barrier for recreation use. DPR would not be responsible for any repair or maintenance of such a concrete wall, including graffiti removal.

Recommendation:

DPR believes the conventional earthfill raise option provides the best opportunity for continued unfettered access to the trails across the dams

and dikes and unobstructed views. A reinforced earth wall would be a second preference.

2.2.4.10 New Embankment Construction

The document indicates that depending upon the Alternative selected, up to 45 new embankments may be constructed if a 7-foot raise of the dikes and dams was selected. The number of new embankments required for a 17-foot raise has not been determined. It does not appear that the document specifically identifies where these new embankments would be constructed and that no environmental analysis is provided for these new embankments.

Recommendation:

DPR believes the environmental analysis for this aspect of the project is inadequate and that if any alternative is selected which requires additional embankment raises which are not specifically identified in this document, additional environmental analysis is required.

2.2.4.11 Miscellaneous Construction

Construction Staging, Materials Processing and Contractor Work Areas

The project includes development of construction staging areas, material processing and contractor work areas which will close or impact recreation areas within Folsom Lake SRA including Folsom Point, Beal's Point, Granite Bay and trails within the SRA. California State Parks believes there are some "win/win" possibilities with regards to mitigation for the impacts to and loss of recreation use which the lead agencies for the project are not taking advantage. In previous discussions with Reclamation we have explored the idea of rehabilitating some of the staging areas, once construction activities are complete, into improved recreation sites. DPR believes it is reasonable for the lead agencies to provide for these finished facilities as mitigation for the loss of recreation use at these sites.

Folsom Point

The document indicates Folsom Point would be a main staging area for the Project including contractor's offices, parking, material staging and processing, and borrow stockpiling. The DEIS/DEIR indicates Folsom Point would be closed to all recreation use from 6 to 7 years. Anywhere from 670,000 to 816,000 recreation visits would be lost due to construction.

Recreation facilities at Folsom Point include a boat ramp with parking for 125 vehicles and a picnic area with parking for 77 vehicles. Annual use at Folsom Point is about 112,000 visitors, which generates about \$127,000 in user fees annually.

DPR understands that based on concerns expressed by the City of Folsom, the Folsom Chamber of Commerce, local community members and others, that

options are being explored to reduce or avoid the complete closure of Folsom Point during the construction period. DPR is supportive of these efforts and we need to be part of these discussions.

In past discussions with Reclamation, DPR understood that Reclamation was considering filling a shallow portion of the Reservoir on the east side of Folsom Point to create additional areas for staging and material processing. DPR has suggested that following construction activities, Reclamation could contour and convert this proposed material processing and construction staging area into a new boat ramp, parking and additional picnic sites, including group picnic sites. DPR believes that the provision of additional new recreation facilities could serve to help mitigate the loss of recreation use.

Recommendation:

To the extent that Folsom Point is utilized as a construction staging or materials processing area which results in a loss of recreation access and use, DPR believes the federal agencies have an obligation to mitigate the loss of recreation use. One option to provide such mitigation is to enhance the existing facilities or convert staging areas into additional recreation facilities following construction. This might include extending the existing boat ramp, rehabilitating the existing picnic facilities and/or creating a second boat ramp and additional picnic facilities.

Beal's Point

Beal's Point would also be utilized as a primary staging area for contractor offices, parking, material processing and staging, stockpiling of borrow material and concrete production. The document indicates that portions of Beal's Point would be occupied by construction staging activities from 3 to 6 years and would result in approximately 40,000 to 673,000 lost recreation visits.

About 220,000 visitors recreate at Beal's Point annually which generates about \$447,000 in user fees annually. Recreation use of Beal's Point may be less desirable because of construction activity, traffic and noise.

Similar to the situation at Folsom Point, based on previous discussions with Reclamation, DPR understood that Reclamation was considering filling a shallow portion of the Reservoir on the south side of Beal's Point to create additional area for staging and material processing.

Recommendation:

DPR would like to be consulted regarding the exact location of the staging areas. To the extent that Beal's Point is utilized as a construction staging or materials processing area which results in a loss of recreation access and use, DPR believes the federal agencies have an obligation to mitigate the loss of recreation use. DPR has recommends that following construction activities, Reclamation should contour and convert this

proposed material processing and construction staging area into additional parking, picnic sites and other day use recreation facilities. DPR believes that the provision of additional new recreation facilities could serve to help mitigate the loss of recreation use.

Granite Bay

Construction staging areas at Granite Bay to support a variety of activities depending upon the Alternative including: contractor offices; parking; borrow site excavation; construction at Dikes 1, 2, 3; material processing, stock piling and storage. From the document it is difficult to determine exactly where the staging areas are planned.

Granite Bay is the most heavily used recreation use area within the SRA. Annual use at Granite Bay is approximately 508,000 visitors which generates \$1.6 million in revenues from user fees annually.

Recommendation:

Locate construction staging areas so they avoid or minimize impacts to recreation access or use. DPR would like to be consulted regarding the exact location of the staging areas. To the extent that Granite Bay is utilized as a construction staging, borrow site or materials processing area which results in a loss of recreation access and use, DPR believes the federal agencies have an obligation to mitigate the loss of recreation use.

Mormon Island Auxiliary Dam (MIAD)

The entire area around MIAD is proposed as a construction zone, construction staging area or potential borrow site. The top of MIAD is utilized as a trail connecting Folsom Point to the trail to Browns Ravine. There is an existing parking area on the eastern side of MIAD for trail users which accommodates about 30 vehicles. This parking lot is regularly used by trail users. It appears that the construction or staging area will encompass the parking lot.

Recommendation:

If the parking lot and trail connections are obliterated due to construction or staging activities, this parking lot will need to be replaced. DPR would like to consult with the lead agencies regarding the replacement of this parking lot. To the extent construction activities result in a loss of recreation access and use, DPR believes the federal agencies have an obligation to mitigate the loss of recreation use.

Right Wing Dam

DPR has a maintenance yard, storage buildings, State Park Ranger offices and other facilities adjacent to the right wing dam. It is also possible that activities in this area may impact the paved bike path which crosses this area and connects from Lake Natoma to Beal's Point.

Recommendation:

Avoid impacts to the above DPR facilities or mitigate any impacts by replacing these facilities as needed.

The proposed staging area just south of Hinkle Reservoir appears to occupy an area that is proposed for the new entrance to Reclamation/DPR administrative offices and facilities as part of the new Folsom Dam Bridge Project. This area is also the locations where the American River Water Education Center (ARWEC) and DPR's public contact station are proposed to be relocated as part of the Bridge project.

Left Wing Dam

Activities at the left wing dam do not appear to conflict with existing public use. However, at one time Observation Point (paved parking area on the east side of the left wing dam) was a popular public day use facility. This facility has been closed due to security concerns. The project will occupy this site for many years, if not permanently. Observation Point has perhaps the most dramatic view of Folsom Lake.

Recommendation:

Reclamation and the Corps should mitigate the loss of Observation Point to future public use.

Borrow Sites

Folsom Point

Borrow material would be excavated from the along the shoreline all around Folsom Point.

Recommendation:

DPR believes that borrow site excavation could be conducted in a manner that improved some recreation facilities. This might include extending existing boat ramps, developing an additional boat ramp, or contouring shoreline areas for use as a beach area. In order for these types of benefits to be realized, DPR believes the contouring needs to be coordinated with the mitigation ideas proposed for Folsom Point in 2.2.4.11 above. We believe, as partial mitigation for the loss of recreation use, the lead agencies could complete improvements to recreation facilities at Folsom Point.

Granite Bay

In Alternatives 4 and 5 it appears borrow excavation would occur in the north portion of this recreation area. It appears that the excavation may include the area of Main Granite Beach, which is a primary attraction and one of the most heavily used portions of Granite Bay.

Recommendation:

DPR would like to avoid or minimize impacts to Main Granite Beach and the other primary recreation use facilities at Granite Bay during the summer use season. To the extent construction activities result in a loss of recreation access and use, DPR believes the federal agencies have an obligation to mitigate the loss of recreation use. One opportunity to partially mitigate this impact is to contour the area along main Granite Beach in a manner which will improve the beach area and water access at a variety of lake levels. DPR would like to consult with the lead agencies on opportunities to contour this area following excavation activities.

Beal's Point

Borrow material would be excavated from the along the shoreline on the north side of Beal's Point. The area along the north side of Beal's Point is utilized as a beach and swim area.

Recommendation:

To the extent construction activities result in a loss of recreation access and use, DPR believes the federal agencies have an obligation to mitigate the loss of recreation use. One opportunity to partially mitigate this impact is to contour the area on the north side of the Beal's Point in a manner which will improve the beach use area and potentially import sand. DPR would like to consult with the lead agencies on opportunities to contour the area around Beal's Point following excavation activities.

MIAD (Left Abutment)

In Alternatives 4 and 5 it appears borrow excavation would occur in the area between the northeast end of MIAD and Brown's Ravine. Brown's Ravine is the location of the Folsom Lake Marina and one of the most heavily used recreation use areas within the SRA. The marina is operated by a concessionaire. It is possible that borrow excavation could benefit the marina operation by increasing the depth of the marina basin. However, this would need to be coordinated with DPR and the marina operator. From the figures in the document it appears that the excavation would be focused on the shoreline along the south side of Browns Ravine and may well not benefit marina operations. The point of land between Brown's Ravine and MIAD is an undeveloped portion of the SRA with excellent habitat values due to the State land adjacent to the federal lands in this area. DPR is concerned about impacts to upland vegetation and habitat from the borrow excavation.

Recommendation:

Keep borrow excavation activities, including hauling materials, below the 466' elevation, to avoid impacts to upland native vegetation, habitat and wildlife. To the extent construction activities result in a loss of recreation access and use, DPR believes the federal agencies have an obligation to mitigate the loss of recreation use.

Disposal of Excess Materials and In-reservoir Fill

The document indicates between 1 million and 2.5 million cubic yards of excess material could be permanently disposed of at several locations including, Dike 7, Folsom Point and Beal's Point. Alternative 3 proposes permanent disposal of up to 500,000 cubic yards of material at Dike 7 alone. DPR has already provided ideas on how this excess material could be located, contoured and rehabilitated to provide improved or new finished recreation facilities at Beal's Point and Folsom Point to help mitigate the loss of recreation use and impacts to recreation use in these areas.

With the exception of a trail discussed immediately below, DPR is not interested in creating additional recreation facilities in the vicinity of Dike 7 at this time.

Recommendation:

At Dike 7, other than the provision for the trail, DPR recommends that any excess spoil material be contoured to match the existing natural upland areas and re-vegetated and restored as blue oak woodland or oak savanna or some similar native plant community. Contouring the shoreline and finishing the new shoreline with material suitable for informal beach use would also be useful.

Development of Internal Roadways

Internal haul roads are proposed for several locations within the project area, including between Dike 7 and Folsom Point. DPR presumes this haul route would be above the 466' elevation. The new draft General Plan/Resource Management Plan for Folsom Lake SRA provides direction for the development of a paved multi-use trail between Dike 7 and Folsom Point (and continuing across MIAD to the intersection of Green Valley Road and Sophia Parkway). This same paved bike route is identified in the City of Folsom Bikeway Master Plan as it connects to City bike trails.

Recommendation:

For all internal haul routes, to the extent feasible, avoid removal of native oak trees. DPR recommends that following construction activities, the lead agencies convert the proposed haul route between Dike 7 and Folsom Point into a paved bike path that would continue across MIAD to the intersection of Green Valley Road and Sophia Parkway. DPR believes the federal agencies have an obligation to mitigate the loss of recreation use at Folsom Point and that providing a finished paved multi-use trail from Dike 7 to Folsom Point would serve as partial mitigation for the project impacts to recreation use and access.

2.2.4.13 Security Features

Security Cameras

Security cameras installed on 30-foot steel towers are proposed at each end of Dikes 4, 5, 6, 7, MIAD and at Beal's Point. Specific locations of these camera towers are not indicated in the document. DPR is concerned about the potential impact of the towers and bases on the trails across the top of the dams and dikes and the connections to other trails. DPR is also concerned about the visual impact of the towers on recreation use and on views within Folsom Lake SRA.

Prior to these security measures being included in this Dam Safety/Flood Damage Reduction DEIS/DEIR, DPR staff made site visits with Reclamation staff to provide input on the specific locations of these towers. This includes the tower location at Beal's Point, for which DPR has provided specific recommendations regarding the location of this tower to minimize the visual impact on recreation visitors at the Beal's Point day use facilities. DPR hopes this information has not been lost in the process.

Recommendation:

Site the camera towers so they do not interfere with the trails across MIAD and Dikes 4, 5, 6 and connections to these trails. Site the camera towers so the impact to the visual resources and views of the Folsom Lake and the SRA are avoided or minimized. Consult with DPR staff regarding the specific location of camera towers.

Vehicle Barriers and Gates

Various types of vehicle barriers and gates are proposed for MIAD and the various dikes. Because system trails within the SRA utilize the top of MIAD and the dikes DPR requests that adequate pass-through openings are provided for trail users, including pedestrians, equestrians and bicyclists towing trailers. The existing bollard system installed over the past several years was installed without providing adequate pass-through openings for trail users. This lack of adequate pass through openings with the existing bollards has caused numerous complaints from trail users.

Recommendation:

Ensure that a 60-inch wide opening, with even tread, is provided at the location of all vehicle barriers and gates on dikes and dams that are utilized as trails.

Power for Security Components

Power lines are proposed for all security feature locations needing power including the vehicle barriers and cameras. DPR believes that installing power lines on towers or poles along the top of the dikes and dams would be a significant impact to visual resources within Folsom Lake SRA.

Recommendation:

DPR recommendation is that power lines be installed underground. If that is not possible our second preference is for power lines to be installed on

poles along the downstream toe of the dikes and dams, out of the way of any trails or other recreation facilities, to minimize the visual impact.

Project Lighting

The project proposes lighting to be installed to support monitoring of the barrier system. DPR presumes this is permanent lighting. No further detail is provided regarding this lighting. DPR is concerned that such lighting will be a visual impact, could further impact the night sky and might affect the nocturnal habitat of wildlife. The details and potential impacts of this lighting are not adequately discussed or analyzed in the environmental document.

Recommendation:

Any permanent lighting should be of the minimum intensity required, should be hooded and downward directed to prevent impacts to the night sky and nocturnal wildlife.

Alternatives

DPR supports the project objectives of increasing dam safety and reducing flood damage. DPR request that the lead agencies select project alternatives which achieve project objectives while minimizing the impacts to recreation use and facilities, natural and cultural resources at Folsom Lake SRA. DPR believes the alternatives which include raising the dams and dikes, particularly the 7-foot and 17-foot raises, will greatly increase the impacts to the recreation use and resources within the SRA.

Chapter 3 - Affected Environment, Impacts Analyses, and Mitigation Measures

3.5 Terrestrial Vegetation and Wildlife

The document identifies impacts to vegetation and wildlife from both construction related activities and from inundation caused by emergency flood retention. With regards to the latter, it appears the approach (BIO-8, page 3.5-52) is to wait until an inundation occurs, then to survey the damage and determine the appropriate mitigation at that time. DPR has concerns with this approach. Temporary inundation may not kill oak trees outright immediately, but could cause root damage which causes oak trees to deteriorate over time and may make trees more susceptible to wind fall or insect damage. A single survey, or even a survey over several years, may not adequately capture the damage caused by a temporary inundation.

3.5.4 Mitigation Measures

DPR has suggested to the lead agencies and to the USFWS that our preference for mitigation of oak woodlands and other habitat requiring mitigation, whether from construction related impacts or inundation, is to purchase of lands contiguous to Folsom Lake SRA which contain suitable quantity and quality of

habitat value to meet the mitigation requirements. DPR understands that regulatory agency preference may be to create additional habitat through planting versus the purchase of mature habitat, such as the properties with mature blue oak woodlands that DPR has previously informally identified. DPR does not understand the logic of the lead or regulatory agencies in this matter. It would seem that mature oak woodlands would have a much higher habitat value than newly planted oak trees or other vegetation. The document acknowledges that development within the vicinity of Folsom Reservoir has created barriers to animal movement and migration. Purchasing lands contiguous to the SRA with high quality habitat which have the potential for development would not only add habitat value to the SRA it would also serve to help retain the habitat value of existing public lands within the SRA by preventing further barriers to animal movement and migration

Recommendation:

Purchase ands contiguous to Folsom Lake SRA which contain suitable quantity and quality of habitat value to meet the mitigation requirements. DPR has specifically identified for the lead and regulatory agencies potential properties which might meet some of these mitigations needs.

The document identifies mitigation measures for replacement of a variety of habitat types that will be impacted by the project, including riparian vegetation, oak woodlands and wetlands (BIO 10 and VEG-1-4). The document does not specify where this mitigation will occur and DPR is concerned about the specific location. DPR has two concerns, first that the mitigation does not impact or replace an existing viable habitat, with a mitigation habitat. DPR does not believe that this necessarily results in a net benefit to the natural environment, but merely results in the loss of one habitat for the sake of another. Secondly, DPR is generally concerned that locations for habitat mitigation do not conflict with existing or proposed future recreation facilities and uses within the SRA. Future recreation facilities and uses are described in the Draft General Plan/Resource Management Plan for Folsom Lake SRA.

Recommendation:

DPR requests that the federal agencies avoid implementing habitat mitigation sites in areas which have existing viable native habitat (even though it may be compromised by exotics or other impacts) such as blue oak woodlands and savanna, areas with remnants of native grasslands and riparian areas. DPR also requests that the federal agencies specifically avoid mitigation sites in areas where existing recreation use and facilities exist or locations where future recreation use and facilities might be located (as identified in the updated General Plan/Resource Management Plan). DPR would like to be consulted on any proposed mitigation sites within Folsom Lake SRA.

These mitigation measures refer to conservation areas where transplanting or planting of elderberry shrubs and associated plant species will occur. The document does not specify where these conservations are located.

Recommendation:

DPR requests that the federal agencies specifically avoid creating elderberry mitigation sites in areas within Folsom Lake SRA which might conflict with existing recreation use and facilities exist or locations where future recreation use or facilities might be located (as identified in the updated Draft General Plan/Resource Management Plan). Focus any habitat mitigation on heavily disturbed areas which do not provide any valuable existing native habitat. DPR would like to be consulted on any proposed mitigation sites within Folsom Lake SRA.

3.7 Visual Resources

Construction of parapet walls – Alternatives 2, 3 (pages 3.7-21&22)

DPR has previously expressed that the concrete parapet wall will be a visual impediment to views of the Lake, may impede recreation access to trails on the tops of the dikes and dams and will likely be a target for graffiti. The DEIS/DEIR does not analyze the potential a parapet wall creates for graffiti or the visual impact of this eventuality. The DEIS/DEIR claims the visual impact of the parapet wall is a significant but unavoidable impact. DPR believes this is incorrect. This impact can be avoided by selecting the conventional earthfill raise as the option to increase the height of the dams and dikes.

Implementation of Security Measures

The document contends that the implementation of the security measures, including 30-foot camera towers, permanent lighting and power poles and lines at Dikes 4, 5, 6, 7, Folsom Point and MIAD would result in less than significant impacts to visual resources. There is no substantive evidence or analysis provided in the environmental analysis regarding the permanent visual impact of the towers, lights and lines. The document does not even identify specifically where towers would be located or if the lines would be underground, at the toe of the dams and dikes or on top of the dams and dikes. The specific location of these facilities has everything to do with the level of impact they will have on the visual resources of Folsom Lake SRA.

Recommendation:

DPR believes the environmental analysis for this aspect of the project is entirely inadequate and that once the specific location of these facilities is determined, supplemental environmental analysis should be conducted.

Unlike Chapter 3.5, the Visual Resources Chapter (3.7) does not analyze the potential impacts of inundation caused by emergency flood retention, only construction related impacts. DPR does not understand why this aspect of the

project is analyzed for some resource areas and not others. DPR believes that the potential impact on visual quality of an emergency inundation could be substantial. Inundation could result in a band of dead or dying vegetation for many years following inundation.

Recommendation:

DPR believes the potential impact of an emergency inundation on visual resources should be analyzed and that the environmental analysis is insufficient without it.

3.9 Transportation and Circulation

DPR believes that displaced recreation use from Folsom Point could increase traffic and circulation impacts at Beal's Point and Granite Bay which already experience in congestion and back ups on adjacent roadways during peak use periods. Additionally, construction related traffic will exacerbate congestion at these locations.

Recommendation:

DPR believes that widening the entrance roads into Beal's Point and Granite Bay and adding lanes for both entering and exiting these entrance stations will help mitigate these impacts. Adding an improved turn around to keep traffic circulating when these recreation areas reach capacity and gates are closed, should also be part of the entrance improvements. DPR would like to work with the lead agencies to determine how to re-configure and improve the entrances to both Beal's Point and Granite Bay to help mitigate these impacts.

3.10 Noise

Sensitive Receptors – Figure 3.10-2

Six locations are identified as sensitive receptors for construction related noise impacts. All of these six sensitive receptors are located outside of the Folsom Lake SRA boundary. DPR understands the concern with noise impacts on adjacent residential areas.

However, DPR does not understand why the campground at Beal's Point, both the family (tent) campground and the RV campground, were not considered as sensitive receptors for noise impacts. Several large construction staging areas and material processing operations are proposed to be located immediately adjacent to these campgrounds. Blasting, trucks, rock crushing, excavation and other construction activities will occur in close proximity to these campgrounds. Campgrounds can be legally occupied for overnight use by recreation visitors for up to 30 days per calendar year.

These same construction activities and noise impacts will also occur immediately adjacent to many day use recreation facilities and activities. It does not appear

that the environmental analysis considers the impacts of construction related noise on any of these recreation uses or facilities. DPR believes construction related noise will significantly impact recreation use at the Beal's Point Campground and result in a substantial loss of use at the Campground.

3.13 Recreation

DPR believes the document identifies many of the construction-related impacts to recreation use and facilities but does not adequately mitigate the loss of recreation use.

3.13.1.2 Regulatory Setting

DPR does not believe the document (page 3.13-1) accurately describes the land ownership or management situation at Folsom Lake SRA. While Reclamation does own the lands immediately adjacent to Folsom Reservoir and Lake Natoma, the State of California owns 2243 acres of land contiguous to the federal land and this State-owned land is also part of Folsom Lake SRA. This includes lands around portions of both reservoirs and is not limited to lands associated with the Jedediah Smith Memorial Bike Trail. The State owns substantial acreage in the Granite Bay area, the Peninsula, between Mormon Island Cove and Brown's Ravine, the Rattlesnake Bar area, near Old Salmon Falls and at various locations around Lake Natoma.

The purpose of the long-term lease agreement is much broader than solely managing recreation, the lease agreement states that the purpose of the agreement is for developing, administering and maintaining the area as a State park. This involves more than managing recreation and DPR management activities include natural and cultural resource management and protection, public health and safety, law enforcement and a variety of other activities. The existing 50-year lease expired in the spring of 2006. DPR and Reclamation have extended this lease by mutual agreement on a month to month basis. Both agencies are working on developing a new long-term agreement.

3.13.4 Mitigation Measures

DPR does not believe the proposed mitigation measures adequately mitigate the loss of recreation use and access which is documented for the various alternatives in this chapter. DPR believes the lead agencies have a responsibility to mitigate the loss of recreation use. DPR has previously recommended and the lead agencies have chosen to ignore a variety of additional measures which the lead agencies could take to help mitigate the loss of recreation use. DPR would like to work with the lead agencies to identify and develop specific mitigation measures to help mitigate the loss of recreation use.

RC-1

It appears that the existing parking lot near the left abutment of MIAD will need to be replaced following project construction. Improvements could be made to this lot to help mitigate impacts to and the loss of recreation use including: paving the

parking area and access road to the parking area, installing a pre-cast concrete CXT-type restroom, installing trailhead information kiosk/signboard.

RC-3

DPR understands that based on public input to date, the lead agencies are considering options to minimize or avoid closure of Folsom Point to the extent feasible. DPR is supportive of these efforts and would like to work with the lead agencies on these options.

DPR has already described above how construction staging areas and material processing areas could be contoured and rehabilitated to provide additional or improved recreation facilities and opportunities at Folsom Point and Beal's Point. DPR believes it is appropriate for the lead agencies to provide these finished recreation facilities as part of the mitigation for the loss of recreation use and access caused by the project. In the past the lead agencies have claimed there are legal constraints which prevent them from providing improved recreation facilities as part of the mitigation for the project. These legal limitations have never been specifically identified or articulated. DPR believes there are a variety of ways which these recreation facility improvements could be achieved by the lead agencies. These potential mitigation measures, most of which could be completed at the end of project construction activities, are highlighted below:

- At Folsom Point extend the boat ramp, pave and finish the upgraded boat ramp. Repair and re-surface the existing parking lot for the boat ramp.
- Rehabilitate the existing picnic area at Folsom Point.
- Convert the proposed haul route between Dike 7 and Folsom Point into a paved bike path when construction was completed.
- Convert the proposed construction staging and material processing area on the east side of Folsom Point into an additional boat ramp, parking, group picnic and beach area. Provide paving, parking, sand and other facilities needed to complete this work.
- Convert the construction staging and material processing area to be developed on the south side of Beal's Point into additional parking, picnic sites and day use facilities.
- To mitigate the loss of the boat launching facility at Folsom Point and to accommodate potential increased use of the Granite Bay boat launch, reconfigure the boat ramp complex at Granite Bay to better serve all lake levels, pave and upgrade the boat ramp facilities as needed.
- Rehabilitate the picnic area and facilities at Granite Bay.

- Many trails will be impacted by the project and the project will result in a loss of use on these trails. In addition to repairing trails impacted by the project, the loss of recreation use on trails should be mitigated by providing improvements to the trail system following construction.

RC-4

DPR has already described above how construction excavation areas could be contoured and rehabilitated to provide additional or improved recreation facilities and opportunities. DPR believes it is appropriate for the lead agencies to provide these finished recreation facilities as part of the mitigation for the loss of recreation use and access caused by the project. These potential mitigation measures, most of which could be completed at the end of project construction activities, are highlighted below:

- Excavation which widened and extended the existing boat ramp at Folsom Point could provide benefits for recreation.
- Re-contour the beach area on the north side of Beal's Point beach to improve recreation access at a variety of lake levels. Provide sand and other facilities as needed to complete this work.
- Excavation at Granite Bay could help lower and extend boat ramps to improve boating access at this site in the long term.
- Re-contour the beach profile at Granite Bay main beach to improve recreation access at a variety of lake levels. Provide sand and other facilities as needed to complete this work.
- Excavation which lowered the marina basin at Browns Ravine would benefit recreation. Additionally, construction of a new breakwater on the west side of the entrance to marina area to help protect the marina basin from the prevailing winds.

RC-6

This mitigation measure does not commit to making improvements to the entrance of Beal's Point and Granite Bay to mitigate the impacts of the project. DPR believes the closure of Folsom Point could result in displaced users seeking recreation access at Beal's Point (picnic facilities) and Granite Bay (boat launch and picnic facilities). The environmental document accurately states that these areas reach capacity during peak season periods. During these times traffic backs up onto Douglas Boulevard and Auburn Folsom Road. Additional recreation users displaced from Folsom Point would exacerbate this traffic impact, as will the additional construction traffic. DPR is also concerned about the additional air quality impacts of trucks and other construction equipment entering and exiting these entrance stations and the potential health impacts on employees working at the entrance booths.

Recommendation:

DPR believes that widening the entrance roads into Beal's Point and Granite Bay and adding lanes for both entering and exiting the entrance station will help mitigate these impacts. Adding an improved turn-around, in order to keep traffic circulating when these recreation areas reach capacity and gates close, should also be part of the entrance improvements. DPR would like to work with the lead agencies to determine how to re-configure and improve the entrances to both Beal's Point and Granite Bay to help mitigate these impacts.

Unlike Chapter 3.5, the Recreation Chapter (3.13) does not analyze the potential impacts of inundation caused by emergency flood retention, only construction related impacts. DPR does not understand why this aspect of the project is analyzed for some resources and uses and not others. DPR believes that the potential impact on recreation use and facilities due to an emergency inundation could be substantial.

Any raise of Folsom Dam for flood control purposes and subsequent reservoir operations utilizing the additional surcharge space, have the potential to impact recreation facilities at Folsom Lake SRA. The recreation facilities around Folsom Lake have been developed by DPR with the full knowledge and consent of Reclamation over the course of fifty years. Presumably recreation planners assumed that 466' was the effective high pool for the reservoir and developed facilities accordingly. As a result many of the recreation facilities around Folsom Lake are located between elevations 466' and 474' elevation.

To the extent that the operation of the reservoir at higher Lake levels (above 466') results in impacts to recreational facilities, DPR believes the lead agencies should mitigate the impacts to these facilities. This may include the need to move selected facilities, to "flood proof" other facilities and to develop a plan and funding source for the clean-up and repair of facilities following an inundation. DPR would like to see the federal agencies take responsibility for developing (in consultation with DPR) a proactive planning effort to identify which facilities may need to be moved or retro-fitted to withstand inundation and then to provide funding to complete the recommendations of this plan. DPR does not want to wait until an emergency inundation occurs and then address the impacts. The emergency use of the additional surcharge space from a dam raise is an event that can be planned for and in large part mitigated before the emergency occurs.

One example would be the Granite Bay Activity Center. This facility would get inundated if Folsom Dam is raised seven feet and a flood occurred in which it was necessary to utilize the surcharge storage. Inundation would likely render this facility unusable and the facility would need to be re-constructed. DPR does not have funding to replace this facility and even if funding were provided by the flood control agencies, it would take several years to re-build the facility. This is a

very popular facility that is used at least several night and days a week year round. These users would be displaced during the protracted time period it would take to re-build the structure.

The federal agencies also need to consider that the loss of recreation facilities due to the utilization of the increased surcharge space would also result in the loss of recreation use and user fee revenues which would need to be mitigated.

Recommendation:

DPR believes the potential impact of an emergency inundation on recreation use and facilities should be analyzed and that the environmental analysis is insufficient without it.

Chapter 4 - Socioeconomics

This Chapter documents the impacts to State revenues due to the loss of user fees resulting from project impacts. However, the document does not indicate how these impacts will be addressed, if at all.

Recommendation:

DPR believes that any loss of recreation use resulting from the project which results in a loss of user fee revenues to the State within Folsom Lake SRA should be compensated.

The document also discussing the loss of revenues to concessionaires operating at Beal's Point and Granite Bay which may occur due to project impacts. DPR has previously provided the lead agencies with specific information for each concessionaire, the revenues they generate and the fees these concessionaires pay to the State.

Recommendation:

DPR believes that any loss of recreation use resulting from the project which results in a loss of revenues to the concessionaires operating within Folsom Lake SRA should be compensated, including the portion of these revenues which would be paid as fees to the State.

Comment #313

Tisthammer, Troy

From: Fed Corp [fed.corp@yahoo.com]
Sent: Friday, January 26, 2007 4:04 PM
To: Shawn Oliver; Becky Victorine
Subject: Folsom Dam Safety and Flood Damage Reduction EIS/EIR
Attachments: Comment Letter to the Folsom Dam Safety and Flood Damage Reduction EIS-EIR.pdf

Please find attached the comment letter to the Folsom Dam Safety and Flood Damage Reduction EIS/EIR.

Sincerely,
Robert H. Miller III
Senior Vice-President
Folsom Economic Development Corporation

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1/29/2007



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Mr. Shawn Oliver
Bureau of Reclamation
7794 Folsom Dam Road
Folsom CA 95630

Mrs. Becky Victorine
U.S. Army Corps of Engineers, Sacramento District
1325 J Street, Sacramento, CA 95814

RE: Folsom Dam Safety and Flood Damage Reduction EIS/EIR

Dear Mr. Oliver and Mrs. Victorine,

On behalf of the Folsom Economic Development Corporation, please find below comments to the Folsom Dam Safety and Flood Damage Reduction EIS/EIR.

1. Public Notice. Given the massive size of this project, the length of the construction period and negative impacts on the City of Folsom and surrounding area, the public notice for this lengthy environmental document was inadequate. Until the Folsom Telegraph, the Sacramento Bee and KCRA Channel 3 ran stories on January 10, 2007, the public was not aware of the closure of Folsom Point which would result in the loss of over 800,000 visitor trips and substantial economic loss to the local economy. Since the media coverage was the same day of the Folsom public meeting held January 10 and a day after the only other public meeting held in Sacramento on January 9, it was too late for most citizens to attend and impossible to review the environmental document in advance of that meeting. In addition, property owners who are located immediately adjacent to the work areas were not notified by mail of the EIS/EIR.
2. Public Meeting. Especially in light of the lack of insufficient notice, the “open house” public meeting format did not provide the attendees an adequate presentation of the project, the project’s impacts and/or the proposed mitigation measures. It did not allow attendees to benefit from each other’s public testimony or public questions and answers from the project proponent. Public input was either transcribed by someone who was unable to answer any questions or attendees were given comment cards to fill out. Based on the insufficient notice, lack of public presentation and lack of public testimony, it appeared that the project proponent was not interested in notifying the public of the project specifics or the impacts but rather the proponent was only “going through the motions”. The lack of sufficient notice and the public meeting format did not provide full disclosure given the scope of the project and did not meet the intent of the environmental review process.

3. Economic Analysis. The economic impact of the loss of over 800,000 visitor trips to the City of Folsom, Folsom area businesses, property owners and residents is not adequately addressed in the economic model presented in the EIS/EIR.

a. The economic model does not take into account the impact on the sale of large ticket items including motor boats, jet skis, sailboats, tow vehicles, sports equipment, homes, residential and commercial property etc. The model only considers the loss of “picnic basket” type items. Given the extended life of the project and the lack of access to Folsom Lake or other alternative outdoor recreational facilities, the sale of these large ticket items will decline. The analysis should be revised to adequately inform the public of the true economic loss including these large ticket items.

b. The economic impact from the loss of visitors from outside the tri-county region is underestimated. The economic analysis assumes that only those users who stay at the campground facilities at Folsom Lake are from outside the tri-county region. The analysis fails to consider those users who are staying with friends or family or chose to stay at area hotels, motels or RV parks. Based on the assumptions of the analysis, a larger and more accurate number of visitors from outside the region will increase the economic loss to both the local economy and the region. The analysis should be revised to reflect a more accurate percentage of visitors from outside the region.

c. The economic analysis does not adequately disclose the economic loss to the local (Folsom Lake) economy. Instead, the analysis mixes the regional benefit from monies spent on the project with the economic loss experienced by the local (Folsom Lake) economy. The analysis should separately disclose the loss to the local economy and any potential gain to the regional (tri-county) economy. The regional trucking company that may benefit from increased hauling fees does not compensate for the loss to the local business who sells recreational equipment to the lake users.

d. Close proximity and access to Folsom Lake are quality of life amenities that attract businesses and employees to our region. Without access to this amenity for an extended period of time, it will be less attractive to locate here. The economic analysis should be revised to include this negative impact to business and employee recruitment.

e. Property values in close proximity to Folsom Lake are higher because of better access to this recreational amenity. No consideration was given to the loss in value that will occur when access is substantially limited as indicated in the project alternatives. The economic analysis should estimate the potential loss in property values during the construction period when access is limited.

f. The total loss of Folsom Lake user fees to the State of California over the length of the construction period is not clearly indicated. Please provide a total number.

4. Recreational Impacts. The EIS/EIR is inadequate because it did not analyze any alternatives to closing Folsom Point but simply concluded that the recreational impacts are unavoidable and displaced visitors may consider indoor recreation alternatives.

a. The haul route between the proposed spillway and MIAD could be easily located to avoid the boat ramp, parking lot and picnic areas of Folsom Point (see attached exhibit A). The route could run on top of or in front of Dike 8 and continue east between the launch ramp parking lot and the Folsom Point access road. The haul route could then cross under the Folsom Point access road between the gate house and the location where the Folsom Point access road splits (left to boat launch and to the right to the picnic area). The haul route could then continue east (south of Folsom Point) to MIAD. This suggested route appears to cover a shorter distance than following the waters edge around Folsom Point. Given the number of truck trips (37,500 to 75,000 depending on truck capacity) necessary to move 1.5 million cubic yards of dirt from the spillway to MIAD, this proposed shorter haul route is likely to also be more cost effective. Please analyze the cost of this alternative haul route in comparison to the user fee revenue loss to the State of California and the local economic loss resulting from a Folsom Point closure.

b. The processing facility that is proposed to be located at Folsom Point in each of the project alternatives could be moved south and east of Folsom Point between the Folsom Point access road and MIAD (see attached exhibit A). Based on the aerial maps shown in Section 2, Part 2 of the EIS/EIR, it appears that this property is currently designated to be used for this project. It also appears that the impacts to the environment (oak woodland and wetlands) appear to be less at this suggested location. The impacts to existing homes located on Elvies Lane uphill from the Folsom Point processing facility would also be reduced if the facility was relocated to this suggested location. The existing topography and size of this suggested alternative location could accommodate larger buffers and berms to mitigate the construction impacts. Please analyze and compare the local economic and environmental impacts of the location designated in the EIS/EIR to the location suggested here. In addition, please analyze the specific impacts (noise, dust, lighting etc.) to the properties located on Elvies Lane or Mountain View Drive that are located uphill from the proposed processing facility at Folsom Point. What specific mitigation measures are could be implemented at this suggested location to reduce the impacts to the surrounding community (i.e. berms, buffers, hours of operation etc.).

Based on this one suggested alternative haul route and processing facility re-location, it appears that there may be many more alternatives available to meet the needs of the project and keep access to Folsom Point open and other FLSRA facilities less impacted. Until the environmental document analyzes this and other alternatives, the EIS/EIR is flawed in its conclusion that the recreational impacts and the resulting economic loss are unavoidable. Please analyze all alternatives that may reduce recreational impacts at the affected FLSRA facilities.

5. Alternative Recreational Facilities. The EIS/EIR is inadequate because no alternative sites were studied where temporary facilities could be added to accommodate visitors that would be displaced because of the construction activity. Again, the EIS/EIR simple states that the impact to recreation is unavoidable.

a. Temporary facilities could be added at existing FLSRA facilities to relieve congestion that will be caused from this extended construction activity. For example, additional launch, day use or campground facilities could be added at Brown's Ravine, Granite Bay, Beal's Point, the former Monte Vista campground, Old Salmon Falls or other existing facilities (see attached Exhibit B). Please analyze the cost of the temporary expansion of all potential recreational facilities at FLSRA to accommodate the displaced visitors that would result from the impacted facilities. Please compare the cost of these temporary facilities to the user fee revenue loss to the State of California and the local economic loss resulting from visitors not having access to impacted facilities.

1. Brown's Ravine. This existing facility could be temporarily expanded across the inlet from the marina on property owned by the Bureau (see exhibit C). Sufficient land area is available to accommodate launch facilities, campgrounds and/or day use areas. In addition, the facilities at Hobie Cove could be temporarily expanded to accommodate displaced visitors from other impacted facilities.

2. Monte Vista campground. The former private Monte Vista campground encompassing several hundred acres (located three miles north of Green Valley Rd. on Salmon Falls Rd.) could be put back into use to accommodate displaced visitors (see exhibit D). There are existing roads (which would need improvement), water, telephone, electricity and even BBQ pits available at this site. A boat launch and small parking lot could be located on the eastern tip of this site.

3. Old Salmon Falls. For years, this facility (see exhibit D) has provided an alternative launch location for small fishing boats and jet skis. Once the water level reached 435', the lower gate was opened and small craft launched here during the peak season (May through September). Once the water receded below 435', the lower gate was closed to prevent vehicles from impacting the shoreline. With minor improvements to the road and parking lot and the return of the portable restrooms, this facility could accommodate displaced visitors with small water craft during the peak season. The launch access was closed a few years ago, because FLSRA staffing hours were not available to adequately monitor this location. Given the potential restriction to alternative launch facilities, additional staffing hours may be required if this launch facility was re-opened. This appears to be a very low cost alternative to provide some additional access.

4. Beal's Point. This existing facility could be temporarily expanded. Sufficient land area is available to accommodate new launch facilities, campgrounds and/or day use areas.

5. Granite Bay. This existing facility could be temporarily expanded. Sufficient land area is available to accommodate new launch facilities, campgrounds and/or day use areas.

With over 18,000 acres and 18 existing facilities identified in the EIS, there appear to be many alternative locations that could be expanded to accommodate displaced recreation

users in the FLSRA. The EIS/EIR did not study even one alternative. The recreational impacts can be mitigated and they are avoidable.

Folsom Economic Development Corporation understands that flood control improvements are extremely important and we do not want to see them delayed. However, the draft EIS/EIR which came into public awareness on January 10 has numerous fundamental flaws and is likely to face legal challenges. The EIS/EIR fails to consider reasonable alternatives that would dramatically reduce the local negative economic effects. The EIR/EIS also significantly underestimates the magnitude of these local losses. We request that the Bureau of Reclamation work with all flood control stakeholders to keep the project on course while a solution is identified that minimizes the hardship placed on the local community. We look forward to a revised document that includes this analysis and includes mitigation measures that will be implemented to achieve this goal.

Sincerely,



Robert H. Miller III
Senior Vice-President

EXHIBIT A

Comment #313



FOLSOM POINT
DAY USE AREA

HAUL ROUTE
(SUGGESTED)

DIKE 8

BOAT RAMP

PKG.

HAUL ROUTE
(SUGGESTED)



PROCESSING
FACILITY
(SUGGESTED)

E. NATOMA ST.

GREEN VALLEY RD.

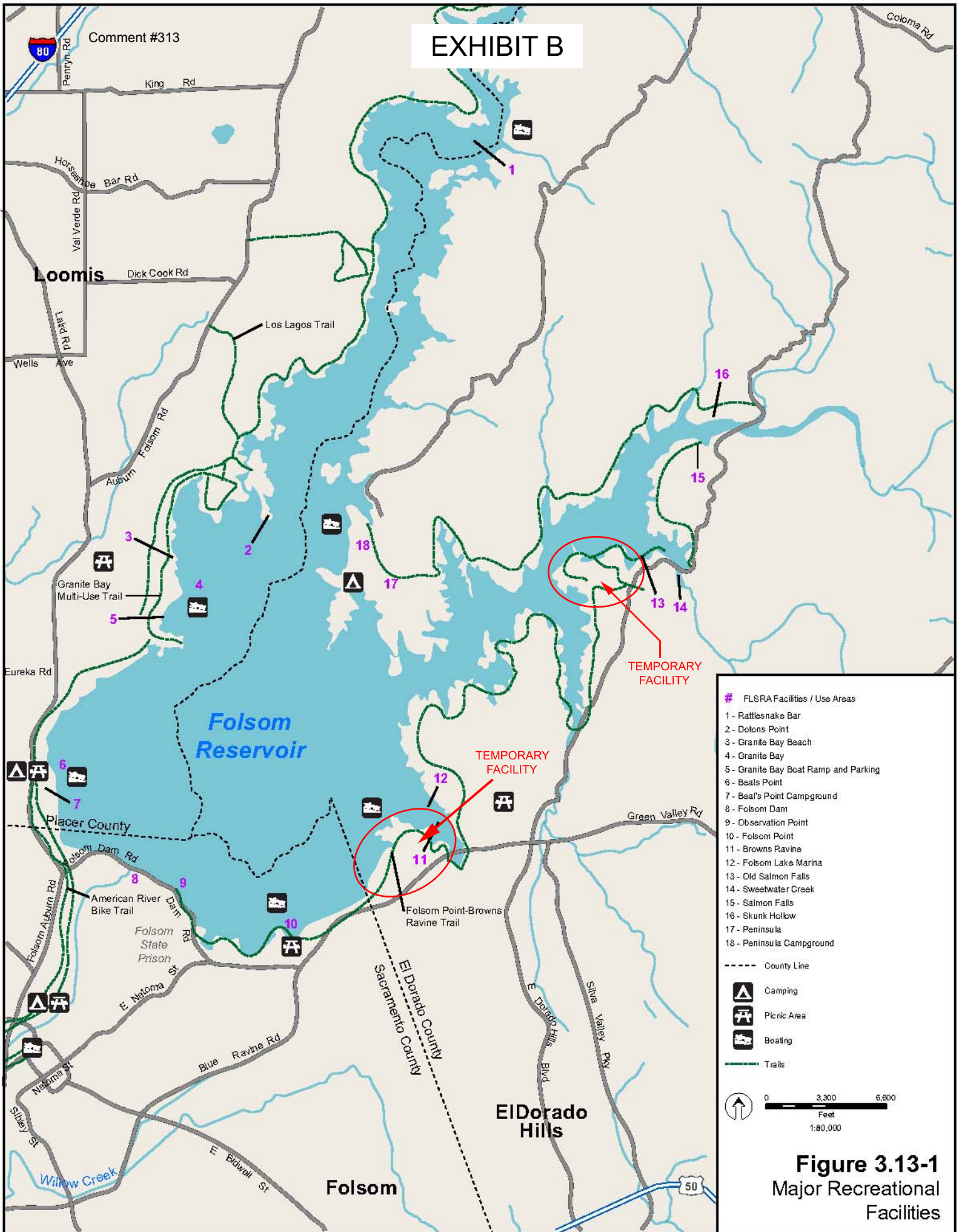


EXHIBIT C

Comment #313

BROWN'S
RAVINE



2662 ft

8°42'34.37" N 121°06'09.53" W elev 577 ft

© 2007 Europa Technologies

Streaming 100%



© 2014
Goo

Eye alt

EXHIBIT D

Comment #313

2663 ft



FORMER MONTE
VISTA CAMPGROUND

OLD SALMON
FALLS

8°44:59.56" N 121°03:51.38" W elev 620 ft

© 2007 Europa Technologies
Imago © 2007 DigitalGlobe

Streaming 100%

Eye alt
G00



Comment #314

Tisthammer, Troy

From: Cook, Gregory [GCook@caiso.com]
Sent: Friday, January 26, 2007 4:54 PM
To: soliver@mp.usbr.gov
Subject: Proposed Closure of Folsom Point
Importance: High

Hi,

I am writing to state my concern about the seemingly misguided idea of closing Folsom Point so that it can be used as a staging area for construction equipment in the planned upgrade of Folsom Dam. While I understand the need to have effective flood control for the area, it seems that there has to be a better alternative than using a highly popular recreation site for staging equipment. From the standpoint of a local resident, it appears that the Bureau of Reclamation provides little significance on the local impact of its actions. First, Folsom Dam road was closed due to a perceived terrorist threat—an obvious sledge hammer approach to a potential problem that caused serious harm to businesses and quality of life in the Folsom area. Now, it appears that the USBR is taking a similar approach to finding a convenient staging area for its equipment. This does not appear to be a well thought out plan and highlights the Bureau's lack of sensitivity to local quality of life issues. Closing Folsom point would require local residents to access Folsom lake from either Browns Ravine Marina, which is already over crowded, or cross through downtown Folsom which is a nightmare due to the Folsom Dam road closure and would further congestion problems in the area with boater and beachgoer traffic on its way to Beahls or Granite Bay lake access areas.

There have got to be better options. The obvious one would be to use some of the vast Folsom Prison land next to the dam that is unused by anything other than a few cows. I would hope that the environmental impact of these issues is thoroughly and fairly assessed before closing Folsom Point.

Sincerely,

Greg Cook
193 Briggs Ranch Drive
Folsom, CA 95630

1/29/2007

Comment #315

Tisthammer, Troy

From: Jeremy Bernau [jberna@sbcglobal.net]
Sent: Friday, January 26, 2007 4:51 PM
To: soliver@mp.usbr.gov
Subject: Folsom Dam Safety and Flood Damage Reduction EIS/EIR
Attachments: 2284317035-BDC Comment letter.doc; 2014156220-Morning Walk.pdf

Shawn,

Please find attached my comments to the above mentioned EIS/EIR. Please include the PDF exhibit also attached which shows the location of my property.

Sincerely,

Jeremy Bernau



JEREMY BERNAU
921 SUTTER STREET
FOLSOM, CA 95630
(916) 355-1333
(916) 355-1334 FAX

1/29/2007

Mr. Shawn Oliver
Bureau of Reclamation
7794 Folsom Dam Road
Folsom CA 95630

Mrs. Becky Victorine
U.S. Army Corps of Engineers, Sacramento District
1325 J Street, Sacramento, CA 95814

RE: Folsom Dam Safety and Flood Damage Reduction EIS/EIR

Dear Mr. Oliver and Mrs. Victorine,

Bernau Development Corporation is the owner of a subdivision named "Morning Walk" currently under construction located at Elvies Lane and E. Natoma Street immediately adjacent to the Folsom Lake State Recreation Area south of Dike 8 (see Exhibit A).

Unfortunately, I was not notified directly by the Bureau of Reclamation of the EIS/EIR that is currently circulating even though the impacts from the proposed project to my property are substantial. I do not feel that the notice was sufficient or the potential impacts clearly defined so that I am able to evaluate what measures are adequate to mitigate the impacts of this massive project.

Below I have listed a few comments and questions. However, I would like to meet with Bureau staff to find out exactly what will be the impacts to my current project and how the Bureau intends to mitigate these impacts.

1. Please indicate the volume of truck traffic that is projected on E. Natoma Street and on the property immediately north of my subdivision.
2. Please provide projected noise levels that will reach my property boundary from the processing facility, truck traffic or other construction work.
3. How much fugitive dust is expected to be generated? How will that dust be controlled?
4. Has soils sampling been done to determine if naturally occurring asbestos is present in the excavated material? What mitigation measures will be implemented to control this potential hazard?
5. Based on the information presented in the EIS/EIR, I cannot determine the impacts to my property because there is not enough detail regarding the specific construction work or the processing facility proposed. Please provide this detail and specific mitigation measures, so I can evaluate the impacts.
6. Can the processing facility be moved to the Bureau's property to the southeast of Folsom Point? There appears to be plenty of room for the facility, storage staging and even reasonable buffers.

7. I am unsure why Folsom Point needs to be closed during construction. It appears that a haul route could be located on the lakeside of dike 8 and continue between the boat ramp parking lot and the Folsom Point access road. The road could cross or go under the Folsom Point access road to reach the processing facility (recommended location in #5 above) and MIAD.
8. Several of the lots at Morning Walk have a view over dike 8 of Folsom Lake. The homes on these lots will command a premium because of this view. How will this project impact the view shed of these lots?
9. Lake access is an important factor in the buying decision of my potential homeowners. Not having access to Folsom Point will negatively impact the marketability and value of these homes. What measures can be implemented so that Folsom Point can remain open?
10. There appears to be no consideration given in the EIS/EIR to finding alternative locations for visitors that may be turned away from FLSRA facilities that are impacted by this project. Please evaluate increasing capacity at other existing facilities so visitors can still have access to the FLSRA.
11. The economic model seriously under estimates the impact to the local community. The model does not include the reduction in sales of big ticket items that will result because over 815,000 visitors will not be able access the lake. There is no reason to buy a home by the lake if you can't access the lake. There is no reason to buy a boat if you won't be able to use it. The model should accurately reflect the true economic loss to the community.

While I understand the importance of this flood control project, I am very surprised at the lack of notice and the failure of the project sponsor to mitigate any of the recreational impacts that left unmitigated will result in a substantial economic loss to Bernau Development Corporation and the surrounding community.

Since the EIS/EIR incorrectly states that the recreational impacts are unavoidable after failing to consider any alternatives that could maintain recreational access to Folsom Point and other FLSRA facilities, it is likely that this project will be delayed as a result of a legal challenge. I would ask the project sponsor to study all reasonable alternatives to the closure of Folsom Point and/or provide temporary launch, day use and campground facilities at other FLSRA locations for visitors that are impacted because of this project.

I also look forward to a detailed description of how the project will impact my property and the specific mitigation measures proposed to ensure that those impacts will be reduced to a level of insignificance.

Sincerely,

Jeremy G. Bernau
President

Mr. Shawn Oliver
Bureau of Reclamation
7794 Folsom Dam Road
Folsom CA 95630

Mrs. Becky Victorine
U.S. Army Corps of Engineers, Sacramento District
1325 J Street, Sacramento, CA 95814

RE: Folsom Dam Safety and Flood Damage Reduction EIS/EIR

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I also look forward to a detailed description of how the project will impact my property and the specific mitigation measures proposed to ensure that those impacts will be reduced to a level of insignificance.

Sincerely,

Jeremy G. Bernau
President



Tisthammer, Troy

From: casey vestito [eldorv@sbcglobal.net]
Sent: Sunday, January 28, 2007 3:51 PM
To: mfinnegan@mp.usbr.gov
Subject: Folsom Point

Please reconsider on closing Folsom Point boat launch.

With a population of 60,000 and growing, it would be far too dangerous trying to use Brown's Ravine for boat launching this summer as well as congesting traffic on Green Valley more than it already is.
Please find another alternative.

Sincerely,
Catherine Vestito

Tisthammer, Troy

From: Jeff Kirsten [jeff_p_kirsten@yahoo.com]
Sent: Sunday, January 28, 2007 1:44 PM
To: soliver@mp.usbr.gov; rebecca.a.victorine@usace.army.mil
Subject: Folsom Dam retrofit and lake access

Hello Mr. Oliver and Ms. Victorine,

Please explore alternatives with Sacramento area communities and governments to closing park and lake access points during dam retrofit. I believe people would understand if there were simply no other way to get the job done, but it is not clear how hard alternatives have been pushed.

Folsom lake boat launch and park access fills to closure on many summer weekends as it stands.

Restricting access further will create tension instead of a relaxing and positive atmosphere among the many people in the area who try to visit the lake.

Regards,
Jeff Kirsten
111 Alvaston Ct.
Folsom, CA
916.769.0233

Comment #318

Tisthammer, Troy

From: Paula Mittner [mittner@msn.com]
Sent: Sunday, January 28, 2007 10:43 AM
To: soliver@mp.usbr.gov
Cc: Rebecca.A.Victorine@usace.army.mil
Subject: Folsom Point closure

Dear Shawn Oliver/Becky Victorine:

I urge you to review and consider City of Folsom's alternatives to this closure. My wife and I purchased a home here in Folsom 4 years ago, and a major determining factor in our decision to move here was the accessibility to Folsom Lake and all its wonders. Folsom Point is a 10 minute jog from our house. I know six people personally, friends and family alike, who use Folsom Point's boat launch religiously. Four members of this group continue to use the launch even in late autumn and winter, not just the summer months.

I would agree there are other access sites relatively nearby. However, I would like you to consider the economic impact as well. My wife works for a small business located at the corner of Natoma St. and Blue Ravine Rd. They rely significantly on revenues generated from visitors to Folsom Point. You need to be aware that a number of locally owned businesses located in proximity to Folsom Point are in exactly the same boat.

A seven-year closure would tear a chunk out of the heart of this community. Again, I implore you to reconsider such a potentially grave decision.

Thank You,

Jeff Mittner/1668 Bayer Court, Folsom CA
(916) 984-0975

1/29/2007

Tisthammer, Troy

From: Brian Joder - OUTBOUND Ind. [imoutbound@yahoo.com]
Sent: Sunday, January 28, 2007 10:16 AM
To: soliver@mp.usbr.gov
Subject: Folsom Dam Constrution - pending closures

Hello Bureau of Reclamation,

I am flabbergasted that the first I heard of this impending closure of our largest natural local resource was on the last day of comments accepted about this proposal.

It seems to me that the public should have a little more input for this project and a bit more advanced notice about these activities.

Closing the Folsom point area would be a huge blow to the area. The recreation from Folsom Lake is why I moved here!

On average I am at the Folsom Point area three times a week. This would seriously curtail my and many other peoples outdoor activities.

Please consider public input and a way to keep Folsom Point open during this period.

Thank you,

Brian Joder
120 Ore St.
Folsom, CA 95630

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Comment #320

Tisthammer, Troy

From: Karen Delparte [kdelparte@yahoo.com]
Sent: Sunday, January 28, 2007 8:21 AM
To: soliver@mp.usbr.gov
Subject: Folsom Point Closure

David And Karen Delparte
731 Hunter Place
Folsom, CA 95630

To whom it may concern,

I we are totally against Folsom Point being closed for any length of time. We bought a boat last year and use the Folsom Point Launch almost exclusively. There are no real alternatives! Brown's is often crowded and could not handle the increased use that closing Folsom Point would cause. Granite Bay is quite a-bit further and is often full. We want to be able to use our boat in a convenient manner. This is part of the reason we moved to Folsom. Please consider other options. It should be possible to keep Folsom Point open for most of the construction of the new bridge with just a little thought and consideration.

Regards,
David and Karen Delparte

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1/29/2007

Comment #321

Tisthammer, Troy

From: kbeninga@aol.com
Sent: Saturday, January 27, 2007 1:29 PM
To: soliver@mp.usbr.gov; Rebecca.A.Victorine@usace.army.mil
Subject: Folsom Lake Facilities

Dear Shawn and Becky -

I read with dismay about your plans to close facilities at Folsom Lake for dam construction. I am wondering if this construction is really necessary, or is this another government boondogle. Is the safety need here really based on sound engineering practices? The Lake is only half full now and hasn't been full in years. Because of increased water usage and reduced snow pack due to global warming, this trend is likely to continue. Have you considered these factors in your analysis, or are your calculations based on antiquated data?

To disrupt an entire community and spend millions of dollars over an extremely unlikely failure scenario is ridiculous. The way this project has been handled is another example of why Americans mistrust our government.

Kelly Beninga
121 Ballast Way
Folsom, CA 95630

916-599-9933

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1/29/2007

Comment #322

Tisthammer, Troy

From: Pcoverdale@aol.com
Sent: Saturday, January 27, 2007 1:17 PM
To: soliver@mp.usbr.gov
Subject: (no subject)

Why does Fulsome always have to take the hit???????

We going along just fine until the Dam Road was closed and backed up traffic(80% of it from El Dorado and Placer Counties) onto our streets and into our small town creating havoc. Now they are going to start a Two or three year project to build a new bridge for these same out of town cars, and with this construction we will have air pollution, noise pollution and large construction trucks running up and down our already crowded streets.

And now you want to close Floss's only access to the lake - Fulsome Point...where Fulsome residents spend most of their summers, swimming, boating, picnicking and having reunions. You are going to tear up this lovely spot and demolish it for a staging area for dam repair. Can't an undeveloped site be found?????With this (for seven years!!!!!!)comes air pollution, noise pollution and large truck traffic to our already

crowded streets. Most cities and towns would give anything to have a park like this and you are going to destroy this one. I don't know whose decision this was, but it was a really stupid one.

I think its time El Dorado and Placer Counties come up with a spot on their portion of the lake that could to used for this staging area, since its their people who benefit the most.

Fulsome residents(especially on the North side) have done enough, now its someone else's turn....

Enough is enough.....

Peg Coverdale
111 Moreland, CT.
Fulsome, Ca.

(916)608-1536

If this e-mail is a little disjointed, its because I'm a 78 year old grandma and computers are a Mystery to me. I hope you get this....
Mystery to me. I hope you get this...

1/29/2007

Comment #323

Tisthammer, Troy

From: maureensnyder [maureensnyder@sbcglobal.net]
Sent: Saturday, January 27, 2007 10:18 AM
To: soliver@mp.usbr.gov
Subject: Closure of Dyke 8

Hello,

I am writing to express my concern over the plan to close Dyke 8 during the construction of the new Dam. We are residents of El Dorado Hills and use Dyke 8 regularly for lake access with our jet skis. During the summer Browns Ravine is closed/full on a regular basis with launching of water craft directed to Dyke 8 or Beal's Point. My honest feeling is that my annual pass will be of no value because me access to the lake will be so limited, unrealizable and extremely inconvenient. Please make a better choice during the construction process and do not close Dyke 8.

Thank you,
Maureen Snyder
916 933-7230

1/29/2007

Comment #324

Tisthammer, Troy

From: Dave and Chris Wagner [waggy@sbcglobal.net]
Sent: Friday, January 26, 2007 8:10 PM
To: soliver@mp.usbr.gov
Subject: Folsom Point

To Whom it may concern,

I am emailing to say that I am firmly against the closing of the Folsom, Beal and Granite Bay point. This would severely hinder recreational activities and revenue from boaters.

Thank you for your time on this matter.

Chris Wagner

Chris Wagner
waggy@sbcglobal.net

1/29/2007

Comment #325

Tisthammer, Troy

From: KRISTIN JEFFREY [jjeffreys4@sbcglobal.net]
Sent: Friday, January 26, 2007 6:30 PM
To: soliver@mp.usbr.gov; Rebecca.A.Victorine@usace.army.mil
Subject: closure

I am writing this letter to protest the closure of Folsom Point. This access is one of the main entries into the Lake and allows for parking of boat and trailer. It is the only immediate Lake access to Folsom residents that can accommodate the large volume of boats put in and taken out of the water. Brown's Ravine certainly isn't equipped for this, thus leaving Beale's point and Granite Bay entrances as the only remote access. We moved to Folsom because of the easy access to the lake and had just purchased a boat this Fall so we could be on and off the lake in 5 minutes. Closure of Folsom Point is unacceptable especially for 7 years. Not only does it limit the use of the Lake, but the amount of lost revenue to the City of Folsom will be enormous. Please find an alternative place to house the equipment.

Sincerely,

Kristin and Robert Jeffrey
Folsom Residents since 1996
916-983-2959

1/29/2007

Tisthammer, Troy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Friday, January 26, 2007 5:24 PM
To: Shawn Oliver
Subject: Fwd: Don't Close Folsom Point

>>> "Hendricks, Don" <DDH0@pge.com> 01/26 5:12 PM >>>

I am a resident of Folsom of 8 years. The closure of the Dam Road has diminished our quality of life enough. The thought that closing our access off to the only feasible access by bike or walking to lake is outrageous. I realize the dam needs to be raised to hold more water.

The idea is a total disregard for us residents of Folsom. I live two blocks from the lake and we are not boaters, but I have children and a dog that frequent Folsom Point. There must other alternatives for your staging area.

Please reconsider you position. It almost appears to be a personal issue vendetta against us.

Thank you,

Don Hendricks
PG&E Sr. New Business Representative
5555 Florin-Perkins Road, Rm #142
Sacramento, CA 95826
Office (916) 386-5469
Fax (916) 386-5288
E-mail ddh0@pge.com

Comment #327

Tisthammer, Troy

From: Cheryl Walters [walterscheryl@msn.com]
Sent: Friday, January 26, 2007 5:00 PM
To: soliver@mp.usbr.gov
Cc: Rebecca.A.Victorine@usace.army.mil
Subject: Proposed closure of Folsom Point

Dear Interested Parties: Please don't close Folsom Point! Like most nearby residents, we were attracted to this area by the easy access to Folsom Point, where activities like hiking, biking, fishing swimming, waterskiing and boating are close to us. We did not move to Folsom and don't have grandchildren and our grown children visit to they can go to the newest McDonald's or Starbucks. They like to walk or take their bikes up to the lake where they can enjoy the natural beauty surrounding the reservoir and participate in the many activities that go along with it. We share the area with many of nature's inhabitants as well, seeing bluebirds and owls, red tailed hawks and turkey vultures, even an occasional rattler or a coyote running through the grass. This loss would be a sad occasion for Folsom, and the surrounding boaters and fishermen who frequent our lake and drop some change in Folsom while they are here. Please consider the negative impact on our community before you close this natural gem. Cheryl Walters, Folsom resident for 9 years.

1/29/2007

Tisthammer, Troy

From: smkscribe@comcast.net
Sent: Friday, January 26, 2007 4:59 PM
To: soliver@mp.usbr.gov; Rebecca.A.Victorine@usace.army.mil
Subject: Folsom Point

Please understand that 7 years is a lifetime to many of us. Do not close Folsom Point for a lifetime.

Sharon Kindel

Rosalie Barton

Comment #329

Tisthammer, Troy

From: Obie Miller [obie@greenstone-llc.com]
Sent: Friday, January 26, 2007 4:34 PM
To: soliver@mp.usbr.gov
Subject: Folsom Point boat ramp

7 years is too long to leave this key recreational access point closed to the public. Our family uses is 2-3 times per month, all year long.

Thanks,
Obie Miller
Greenstone Enterprises
888.509.4492
530.626.4492 ph
530.626.4462 fx

Comment #330

Tisthammer, Troy

From: Clint Claassen [cjclaassen@gmail.com]
Sent: Friday, January 26, 2007 4:15 PM
To: soliver@mp.usbr.gov
Subject: Proposed Closure of Folsom Point

To whom it may concern,

I heard today that you are considering closing the Folsom Recreation Area for seven years. I understand the reasoning for this, and as a Sacramento resident I would benified from the increased flood protection. However, I think there has to be a better way. I am a mountain biker and I use the area at least once a week with the local mountain bike club the Folsom Breakouts. This would devistate our team. We have been riding the area trails every Tuesday for 26 years! I can also imagine what the closure would do to the local economy and I would think it would be devistating. Especially in the summer and fall!

Please do not proceed with this proposal.

Thank you,

Clint Claassen

Sacramento resident.

1/29/2007

Comment #331

Tisthammer, Troy

From: Jennifer Claassen [jclaassen@ucdavis.edu]
Sent: Friday, January 26, 2007 3:51 PM
To: soliver@mp.usbr.gov
Subject: Closing Folsom Point Recreation Area

To Whom It May Concern:

Please, please, please don't close the Folsom Point Recreation Area! All year round, my husband is an avid mountain biker and goes to the area at least a couple times a week to blow off steam after work or enjoy his weekend riding with friends. He would be devastated if you closed it off, and so would I!! I'm not about to deal with him if he can't ride around... he'd drive me crazy! For the sake of my sanity... please keep it open!

Regards,

Jennifer Claassen
Sacramento Resident

1/29/2007

Comment #332

Tisthammer, Troy

From: Motoxng@aol.com
Sent: Sunday, January 28, 2007 6:39 PM
To: soliver@mp.usbr.gov
Subject: closing Folsom recreation

I would strongly oppose Folsom Point.

There has to be another option.

I live here because of the easy access I have to the trails around Folsom Lake. I am planning to retire here soon.

It seems like a bypass trail around the point could be built so that there would be no impact to the daily users.

Russ Fay
an active member of Folsom Auburn trail Riders Action Coalition

Comment #333

Tisthammer, Troy

From: Charlotte8017@aol.com
Sent: Sunday, January 28, 2007 7:20 PM
To: soliver@mp.usbr.gov
Subject: Folsom Dyke 8

DO NOT CLOSE DYKE 8 THAT WOULD BE A BIG MISTAKE. I HAVE BEEN GOING THERE FOR 40 YEARS, STORE YOUR EQUIPMENT SOMEPLACE ELSE.

1/29/2007

Comment #334

Tisthammer, Troy

From: Penny Cobarrubia [PCobarrubia@metrochamber.org]
Sent: Friday, January 26, 2007 3:48 PM
To: soliver@mp.usbr.gov
Cc: Matt Mahood; Michael Faust
Subject: Folsom Dam Raise Project EIR 3 FINAL
Attachments: Folsom Dam Raise Project EIR 3 FINAL.doc



metrochamber

SACRAMENTO METROPOLITAN
CHAMBER OF COMMERCE

January 26, 2007

Bureau of Reclamation
Mr. Shawn Oliver
7794 Folsom Dam Road
Folsom, CA 95630

Re: **Sacramento Metro Chamber Comments on the Folsom Dam Safety and Flood Damage Reduction Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR)**

Dear Mr. Oliver

The Sacramento Metropolitan Chamber of Commerce represents over 2,500 member businesses and business organizations in the six-county Sacramento region. The Metro Chamber serves as the “Voice of Business” in the six-county Sacramento region and is the leading proponent of regional cooperation, encouraging local elected officials to cooperate across jurisdictional lines to address important public policy issues that impact jobs and the economy. We are writing to request that the Bureau of Reclamation provided additional consideration to avoiding and/or mitigating the economic damage of restricting recreation at the Folsom Lake State Recreation Area, specifically in regards to Folsom Point recreation area, and portions of Beal’s Point and Granite Bay recreation facilities.

Since its founding in 1895, the Sacramento Metro Chamber has been a leading force in supporting the construction of critical infrastructure to improve the economy, improve flood control and enhance the quality of life in the greater Sacramento region.

The Metro Chamber endorses the Folsom Dam Raise Project to provide greater flood protection for Sacramento. We respectfully ask that the Bureau amend its' plans to include inexpensive engineering solutions, such as rerouting their haul road and relocating their staging areas so that public entry to Folsom Lake will remain open during their extended construction period.

This much needed project will increase flood protection for the Sacramento Region to the 1 in 200 year level. However, during the seven year construction period, public access to Folsom Lake will be drastically curtailed. Granite Bay and Beal's Point entries will be partially closed, Folsom Point will be closed completely and Brown's Ravine will be impacted by overuse due to the other closures. It is

One Capitol Mall, Suite 300
Sacramento, California 95814

Phone 916.552.6800
Fax 916.443.2672

chamber@metrochamber.org

**metrochamber**SACRAMENTO METROPOLITAN
CHAMBER OF COMMERCE

estimated by the Bureau that 816,000 visitors will be turned away with an economic loss to our communities of \$50,000,000. These statistics are troubling. We respectfully request that you provide additional consideration before moving forward with this project.

There appears to be inexpensive engineering solutions to the Folsom Point closure that were not considered in the EIR/EIS. Specifically we believe that during the different stages of the overall project, material processing could potentially be sited at the old observation point, which is closed to the public, and in Section 29 near the Mormon Island Auxiliary Dam (MIAD) which does not have public access. We think it is of note that both of these alternatives are actually closer to the work sites. In regards to the disposal site we suggest Dike 7 and 8 areas could be utilized as disposal sites and leave Folsom Point free or designate it as a low priority disposal site. And, we suggest a slight alteration of the haul road route from that contemplated along the shoreline to slightly inland through Folsom Point passing through a culvert under the present public right-of-way.

We ask that alternative solutions be given serious consideration and adopted so that our community will not suffer unnecessary economic disturbance and does not dramatically downgrade the quality of life activities people from the greater Sacramento region have when using the Folsom Lake State Recreation Area.

Sincerely,

Matthew R. Mahood,
President & CEO

John A. Lambeth
Chair, Board of Directors

Cc: Governor Schwarzenegger
United States Corps of Engineers
Sacramento Region Congressional Delegation
Sacramento Region State Legislative Delegation
Sacramento County Supervisors
El Dorado County Supervisors
City of Folsom City Council

Comment #335

Tisthammer, Troy

From: Laura Hudak [Laura.Hudak@amdocs.com]
Sent: Friday, January 26, 2007 3:37 PM
To: soliver@mp.usbr.gov; mfinnegan@mp.usbr.gov
Subject: Opposed to closure of Folsom Point - Dike 8

I am writing to voice my concern of the closure of Folsom Point / Dike 8. This is a great recreational area for people in the Folsom community. With all of the different closures, there will no longer be convenient access to Folsom Lake. This area is used by so many different people (boaters, family picnics, scuba classes/training) and it would be a shame to see it closed.

Thank you
Laura Hudak
Folsom resident, and frequent user of that area

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1/29/2007

Comment #336

Tisthammer, Troy

From: MrkhmFam@aol.com
Sent: Friday, January 26, 2007 3:30 PM
To: soliver@mp.usbr.gov; rebecca.a.victorine@usace.army.mil
Subject: Draft EIS/EIR Dam safety and flood control project at Folsom Dam

My family has lived right down the street from Folsom Point (formerly known as Dyke 8) for fifteen years and we have thoroughly enjoyed and have taken advantage of the recreational opportunities that go along with such close proximity/access to Folsom Lake (boating, fishing, jogging, walking, etc.). Close access to the lake was one of the primary reasons we purchased our home. Closure of Folsom Point would be a loss not only for my family and the surrounding neighborhood but for the entire city. Folsom Point is the closest access to the lake for many, if not most, of the citizens in Folsom. It would be a travesty if the citizens of Folsom were denied access to the lake on top of being forced to endure seven years of traffic impacts due to the project itself (impacts that are in addition to the existing traffic problems caused by closure of the dam road). Additionally, the loss of recreational visitors would have a negative impact on the city economically. Folsom Point needs to remain completely accessible to the public during the entire duration of the safety and flood control project.

Kay Ann Markham

1/29/2007

Comment #337

Tisthammer, Troy

From: Wright, Jodi [jlwright@DowneyBrand.com]
Sent: Friday, January 26, 2007 3:08 PM
To: soliver@mp.usbr.gov
Subject: Closing of Folsom Point

As a resident of the Parkway and a boat owner, I am vehemently against the closure of Folsom Point. The Granite Bay boat launch fills up fast and many times during the summer you cannot even launch your boat from that boat launch. We usually launch our boat from Folsom Point because it is less crowded and only 1.5 miles from our house. As a Folsom resident, I am greatly concerned about the loss of income this would cause my community. There has to be another location. Seven years to be closed is much too long, and that is assuming everything would go as planned. The closure would more than likely go longer if deadlines were not met. The BLM must find another alternative. Closing Folsom Point for seven years is unacceptable!

Jodi Wright

DOWNEY BRAND

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Sacramento, CA 95814

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www.downeybrand.com

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Comment #338

Tisthammer, Troy

From: Dan Stafford [dstafford@airservicesinc.net]
Sent: Friday, January 26, 2007 3:06 PM
To: soliver@mp.usbr.gov
Subject: Family point at Folsom Lake

I am certain there is another answer than closing Family point, we are a Folsom resident and use this picnic and launch facility several times a week in the boating months. The lake is why we live in this area and Family point is the launch facility we along with hundreds of other visitors use. Seven years is along time to close anything and as with most time estimates is probably well short of the actual date. You should look for an alternative access for the duration of this construction project and maintain the value of this lake access to all residents and visitors.

Please, Please, Please DO NOT close our community access to the lake!!!!!!!

Concerned Folsom Resident

1/29/2007

Comment #339

Tisthammer, Troy

From: Kevin A. Miller [kamiller@emailcorp.com]
Sent: Friday, January 26, 2007 2:15 PM
To: soliver@mp.usbr.gov
Subject: Folsom Point Closure

Dear Shawn Oliver,

We are appalled at the decision to close Folsom Point access. We have lived in Folsom since 1991 and have enjoyed the use of the access since then. In the fall, we fish and summer, boat camp and ski. We have a \$14,000 boat with assesories. We just finished building a RV access for the boat that cost \$5,000.

In the summer months the access is always crowed in the mid-day hours. Where will these boaters go? Think how additional crowding will create unsafe launching elsewhere. We try to get on the lake early day to keep from waiting for long access. Even the wait makes more sense then to drive all the way around, (since the dam is closed) to Beal Point. In addition to the extra gasoline, the extra congestion on Riley, Rainbow Bridge and Folsom Auburn Rd. Beal Point can be crowded and unsafe too. I can only imagine what the additional demand will create.

Why are there no options? Why can't the project include creating an access? I am sure the Core of Engineers can figure something. First it's Folsom Dam closure, now our favorite and almost only launch access. If I had known this was happening, I would have sold our boat and saved the \$5,000 boat access we just built. (I finished the gate yesterday)

Please make some other considerations!

Thank you,
Kevin A. Miller
107 Atfiels Way
Folsom, CA 95630
916 247-7326 tel.
916 404-7394 fax
kamiller@emailcorp.com

1/29/2007

Comment #340

Tisthammer, Troy

From: Dianna [dianna@epaiges.com]
Sent: Friday, January 26, 2007 2:13 PM
To: soliver@mp.usbr.gov
Subject: Folsom Pt. Closure Opposed

I oppose the closure of the Folsom Point Recreation Area. Find another place, don't take away our communities access to this area.

-Dianna Bowling

Comment #341

Tisthammer, Troy

From: Kim Carrasco [karrasco@sbcglobal.net]
Sent: Friday, January 26, 2007 2:10 PM
To: soliver@mp.usbr.gov
Subject: Folsom Point

Shawn Oliver:

The manner in which this proposed closure was presented to residents is ridiculous. Closure by the U.S. Bureau of Reclamation of seven years is even more ridiculous. Seven **months** would be too long. Count me as a resident who is **opposed** to staging, storage or ANY closure of this treasure.

Kim Carrasco
1005 Glennfinnan Way
Folsom, CA 95630

Tisthammer, Troy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Friday, January 26, 2007 2:07 PM
To: Shawn Oliver
Subject: Fwd: Against Closure of Folsom Point

>>> <richardshaw230@comcast.net> 01/26 11:21 AM >>>
Dear M Finnegan,

I am usually in total agreement with the work and plans of the Bureau of Reclamation in providing the flood protection, power and recreation that we need. I agree that providing flood protection for the Sacramento Valley is necessary and vital to the well being of the residents, but I don't agree that closing Folsom Point is the only option for achieving that goal.

Folsom Lake is a publicly owned lake but it only has a few access points for the public. Most of the remaining shore access is privately owned. When the dam road overlook was closed it affected traffic flow, but did not impact recreation much. However, the closing of Folsom Point restricts the access for recreational use to only one access point on the south side of the lake. Since the ramps already close early in the day because of high usage, we will have to tow our boats through town on busy afternoons to launch at one of the three access points on the north side of the lake. Folsom streets cannot accomodate this impact, which will happen.

I am a biologist and hiker and I regularly hike through the open areas around Folsom Point. I have directly observed a great horned owl and a bald eagle. I believe that they are attempting to rehabilitate Folsom Point. Your biologists should be consulted on this for verification.

I also serve on the school board for the Folsom-Cordova Unified School District. We adults are all concerned about the health and fitness of our children. Folsom Point is used by children for recreation for many months of the year, adding an incentive to get out and play with their families.

I ask you to consider other options for staging the work on the spillway. We would be willing to work out some compromises that will accomodate the needs and desires of the Bureau of Reclamation and the residents of the area as well.

Again, I support your efforts and hope that we can reach an agreeable solution.

Sincerely,

Richard A. Shaw

Comment #343

Tisthammer, Troy

From: MICHAEL/DENISE HACKETT [denhack@comcast.net]
Sent: Friday, January 26, 2007 1:24 PM
To: soliver@mp.usbr.gov
Subject: proposed closing of Folsom Point

Ms. Oliver,

Please add my families name to the list of those in Folsom outraged by the proposed closing of Folsom Point until 2013. Folsom lake is one of the most attractive features of life in Folsom and this closure would require residents to find alternate sources to enter the lake such as Eldorado Hills and Granite Bay. The traffic through Folsom due to the dam closure is already very extreme. If Folsom Point is closed, all summer, people will be driving through town to get to alternate sites for access. Please reconsider this decision as it will have a great negative impact on our fine ciy.

I do not believe that the bureau of reclamation has considered all options as there must be a better alternative.

Thank you,

Denise, Mike, Allison, Nicole and Samantha Hackett

1/29/2007

Comment #344

Tisthammer, Troy

From: diverchk@cwnet.com
Sent: Friday, January 26, 2007 4:09 AM
To: soliver@mp.usbr.gov
Subject: Opposition to closing the boat ramp and Dike 8

I am a frequent user of Lake Folsom, and I subscribe to an annual pass, I am opposed to closing the boat ramp and Dike 8 for launching and other recreational uses.

Debra Rose

Msg sent via CWNet - <http://www.cwnet.com/>

Tisthammer, Troy

From: Chris Jennings [trg94@comcast.net]
Sent: Friday, January 26, 2007 12:25 PM
To: Shawn Oliver
Subject: Re: Folsom Point

Shawn,

Thanks for the info. I've briefly looked at a draft already on line. The potential risks associated with naturally occurring asbestos - a big deal around here given the additional millions spent to mitigate the risk at the new local high school - is given remarkably little attention (no sampling, no risk assessment studies, etc.) in the document and should be revisited.

With regards to the loss of recreational opportunity with the proposed closure of Folsom Point, the EIR states that an "RC-1" mitigation measure will be instituted ("All construction related damages to recreation facilities will be replaced in kind by the appropriate agency..."). What exactly is being proposed to replace in kind seven years of lost utility for a major nearby recreational outlet? Especially since all other similar outlets will also be negatively affected?

With regards to the burrowing owls, have any walking surveys been performed at the affected areas?

Thank you for your time.

Chris Jennings

----- Original Message -----

From: "Shawn Oliver" <soliver@mp.usbr.gov>
To: <trg94@comcast.net>
Sent: 01/25/2007 8:20 PM
Subject: Re: Folsom Point

> Mr. Jennings,
>
> A cd will be mailed to you tomorrow that has the entire Environmental
> Impact Statement/Environmental Impact Report on it.
>
> The Public Hearings were held in Sacramento on January 9th, and in
> Folsom at the Folsom Community Center on January 10th.
>
> There are no burrowing owls at Folsom Point, or within the project
> footprint.
>
> Shawn
>
> Shawn E. Oliver
> Natural Resource Specialist
> Bureau of Reclamation
> Central California Area Office (Folsom)
> Email soliver@mp.usbr.gov
> Office (916) 989-7256
> Fax (916) 989-7208
>>>> "Chris Jennings" <trg94@comcast.net> 01/25/07 7:23 PM >>>
> I understand that the Bureau of Reclamation proposes to close the Folsom
> Point recreation area for seven years to retrofit the Folsom Dam. I
> seemed to have missed the public hearings and the EIR. When were they
> and where do I get a copy? Surely there's a better, less disruptive,
> alternative. I visit the park nearly every other day to run. I bought
> my house, for among other reasons, because it's near Folsom Point. Put

> me d
> Comment #346
> being opposed, not only to the proposal, but also to the
> process by which this idea was hatched. Bad idea. Really bad idea.
> Thank you.
>
> Chris Jennings
> 126 Chambersburg Way
> Folsom, CA 95630
> 916-983-9366
>
> PS: Aren't there burrowing owls out there?
>
>
> --
> No virus found in this incoming message.
> Checked by AVG Free Edition.
> Version: 7.1.410 / Virus Database: 268.17.11/652 - Release Date: 1/25/2007
>
>

Comment #346

Tisthammer, Troy

From: Leslie Grayson [leslie.grayson@gmail.com]
Sent: Friday, January 26, 2007 10:33 AM
To: soliver@mp.usbr.gov; Rebecca.A.Victorine@usace.army.mil
Cc: Chad Grayson; Steven Grayson; Terry @ Home
Subject: Proposed Closure of Folsom Point

Dear Mr. Oliver and Ms. Victorine,

I am writing to express my dismay at the proposal to close Folsom Point for an extended period while the damn is retrofitted. Given the extremely high level of use of this facility/area, the corresponding public impact and the economic impact (both for business and for individuals that have made significant financial investments based upon this public access), other locations should be identified to serve as construction staging areas. I recognize the importance of the retrofitting project. I believe that there are other alternatives for staging that don't have such a significant impact on the local population. We're not just talking about recreation.

There are always alternatives. It is my hope that you will find them.

Thank you,

Leslie Grayson

100 Coval Court

Folsom CA 95630

my home, my largest investment, 3 blocks from Folsom Point by decision

1/29/2007

Comment #347

Tisthammer, Troy

From: Ron Stork [rstork@friendsoftheriver.org]
Sent: Friday, January 26, 2007 10:08 AM
To: soliver@mp.usbr.gov; Victorine@usace.army.mil; abronson@water.ca.gov
Cc: washburnt@saccounty.net
Subject: FOR comments ACE PAC Report & Folsom Dam modifications draft EIS
Attachments: Combined Federal Project FOR comments.pdf

Ronald Stork
Friends of the River
915 20th Street
Sacramento, CA 95814
(916) 442-3155 ext. 220
rstork@friendsoftheriver.org

www.friendsoftheriver.org



Ronald Stork
Friends of the River
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Sacramento, CA 95814
(916) 442-3155 ext 220
rstork@friendsoftheriver.org

Shawn Oliver
U.S. Bureau of Reclamation
7794 Folsom Dam Road
Folsom, CA 95630

January 26, 2007

Annalena Bronsen
Reclamation Board/Department of Water Resources
3310 El Camino Avenue, Rm. 140
Sacramento, CA 95821

Becky Victorine
U.S. Army Corps of Engineers
Sacramento District
1325 J. Street
Sacramento, CA 95814

Re: Comments on the U.S.A.C.E. Folsom Dam Modifications and Folsom Dam Raise Draft post Authorization Change (PAC) Report and the U.S.B.R./California Reclamation Board Folsom Dam Safety and Flood Damage Reduction Draft Environmental Impact Statement/Environmental Impact Report.

Friends of the River offers the following comments and its support for alternatives or refined alternatives that feature a Folsom Dam auxiliary spillway capable of making objective-release flood releases (in combination with Folsom Dam's existing outlets) from the bottom of Folsom Reservoir's flood pool, minor raises of Folsom Dam to increase the size of the available flood pool, and environmental features such as the improvements to Folsom Dam powerhouse inlets and environmental restoration and recreational improvements in the Lower American River Parkway and Folsom State Recreation Area. We also support operational refinements to take advantage of new capabilities of the proposed project and look forward to working with Federal agencies, DWR, and SAFCA to develop them.

Comments on Specific Sections:

PAC pp. ES-1 & 1-2: The background discussion could benefit from greater precision. We quote the following section of the PAC report:

In February 1986, major storms in Northern California caused record flood flows in the American River basin. Unprecedented high outflows from Folsom Dam and Reservoir, together with high flows in the Sacramento River, caused water levels to rise above the design freeboard of levees protecting the Sacramento River area.

And in the draft EIS and EIR, the following statement consistent with the above was made:

Dam operators at Folsom and Nimbus Dams were required to release approximately 130,000 cfs, 15,000 cfs more than the downstream levees were designed to accommodate as a sustained rate. Water levels rose well above the designated freeboard of downstream levees... p. 1-5.

Readers might conclude from this discussion the following: 1) The 1986 American River flows were *record* inflows, 2) these record flood flows *required* the release of "unprecedented" high flows from Folsom Dam, and 3) there was *widespread* encroachment of design freeboard of Sacramento Area levees. There are problems with each of these statements that may mislead the reader.

Record flows: The 1986 166,000 cfs 3-day mean volume unregulated inflows did exceed the previous 1964 3-day volume record inflow of 140,339 cfs. However, 1986 unregulated inflows did not exceed 1964 record mean 1-day unregulated inflows (171,000 cfs versus 183,240 cfs)¹ or peak unregulated inflows (220,000² or 255,000³ cfs versus 260,000 cfs).

In addition and more importantly, in its official rain-flood analysis for the American River Basin, the Corps has concluded the following:

¹ U.S.A.C.E. Sacramento District, American River, California Rain Flood Flow Frequency Analysis, Feb. 3, 1998, sheet 2, plate 2.

² MBK Engineers estimate of 1986 peak flows from revised estimate of mean peak unregulated 1-day flows developed during the Sacramento and San Joaquin River Basins Comprehensive Study (*personal communication*).

³ U.S.A.C.E. Sacramento District, Folsom Dam and Lake, American River, California, Water Control Manual, Appendix VIII to Master Water Control Manual, Sacramento River Basin, California, 1987 p. IV-7.

Based on descriptions of the 1862 event, the Corps supports the position that the estimated volume of the 1862 event should not be less than that of the 1997 event because the 1862 event resembles both the point precipitation and antecedent conditions which occurred during the 1997 event.⁴

The 1997 3-day volume was 164,000 cfs (essentially the same as 1986) with a much larger mean 1-day volume of 248,000 cfs than experienced in 1986 (ACE 1998 Rainflood analysis). Thus it appears that the Corps believes that the 1862 flood was also larger than the 1986 event—this unrecorded 19th century but still observed and estimated event prior to 1986 that served as the beginning foundation of the design considerations for Folsom Dam.⁵

Implication that unprecedented high outflows were required by high inflows: In a review of 1986 operations Folsom Dam, the National Research Council concluded that operations based on then existing operational rules would not have resulted in releases above the objective release from Folsom Dam.⁶ The NRC described this as follows:

On February 13 and 14 the California Department of Water Resources (CDWR) began preparations for a full flood fight, given computer projections of a[n] extraordinary storm approaching the state from across the Pacific (CDWR, 1986). The American River flood flows began in earnest on February 15, with inflows rising to over 60,000 cfs early the next day, but Figure 2.1 shows that Folsom operators did not begin to evacuate the flood control storage volume, nor did releases from Folsom match the inflows to the lake.

⁴ U.S.A.C.E. Sacramento District, American River, California, Adopted Rain Flood Flow Frequency Analysis, April 1999, p. 3.

⁵ “In the design of Folsom Reservoir, the Corps of Engineers recognized the need to provide protection against a very large winter rain flood. The flood of January 1862 was thought to be the largest experienced flood for which estimates could be made, and those estimates were initially considered by the local Corps of Engineers’ staff for the Folsom flood control design operation plan. Objections raised by higher echelons of the Corps of Engineers, based on flood control experience throughout the United States resulted in discarding the estimated 1862 flood hydrograph and preparing a revision of the design flood to assure that a higher or “project design” degree of protection would be provided by the flood control operation under consideration, when allowance for unforeseen contingencies was included.” Amendment to the Final Environmental Statement and Supplement on Auburn-Folsom South Unit American River Division Central Valley Project-California, Volume 1, Prepared by Department of the Interior Bureau of Reclamation, p. 38. “The Corps is of the opinion that there have been no flows on the American River since 1850 that would have required the release in excess of 115,000 cfs [from Folsom Dam].” Study of the Flooding Potential of the American River, California Department of Water Resources, April 1965.

⁶ Objective releases were made in 1964. In describing December 1964 operations, the ACE notes, “controlled releases were increased to a peak rate of 115,000 cfs and maintained for approximately fifty hours.” 1987 Water Control Manual, p. IV-7.

Operators expressed a major concern for the effect of large Folsom releases on recreational facilities in the lower American River floodway; releases were held to 20,000 cfs for 36 hours. This is inconsistent with the 1977 USACE flood control diagram in force at the time; the diagram states that when Folsom storage is in the flood control reservation the water "shall be released as rapidly as possible" subject to ramping limits. Even after increased releases from Folsom began on February 16, and before they reached the 115,000-cfs limit, Folsom releases continued to lag behind inflows into Folsom Lake by 30,000 cfs or more. USACE-prescribed ramping limits of "15,000 cfs during any 2-hour period" do not appear to have limited the rate of increase of Folsom releases during the 1986 flood, nor were physical release rate limits at Folsom Dam a constraint given the initial elevation of the reservoir.

If the Bureau of Reclamation had been able to more closely match outflow to inflows while inflows were less than 115,000 cfs, then releases into the American River would not have exceeded 115,000 cfs during the 1986 flood using the nominal storage capacity of the reservoir, even without anticipation of the Auburn cofferdam failure. Fortunately, disaster was averted by the use of extra surcharge storage in Folsom and by the ability of the downstream channel and levee system to handle releases of 130,000 cfs.⁷

In a partial response to this 1986 operational history that would be reviewed by the NRC, the Flood Management Plan developed by the Sacramento District A.C.E. and Reclamation in 1995 incorporated policies to avoid excessive delays in making required flood releases from an encroached reservoir flood pool.⁸

The NRC's subsequent conclusion is not inconsistent with Folsom Dam's design criteria. As you know, the original reservoir inflow design flood for Folsom Dam had a peak inflow of 340,000 cfs, well above the unregulated peak flow experienced at the dam in 1986.

⁷ Flood Risk Management and the American River Basin: An Evaluation, National Research Council Committee on Flood Control Alternatives in the American River Basin, National Academy Press, Washington, D.C., 1995, box 2.2, pp. 46–47.

⁸ While not responding to the Congressional direction to reimplement an advanced-release program, the plan adopted policies that would prevent more than a 4-hour delay in making required releases during critical flood-control operations—a substantial improvement over 1986 operations that, in part, were reflected in the more successful operations in the similarly sized 1997 runoff event. Flood Management Plan American River and Folsom Dam California, published by the Army Corps of Engineers (ACE) and the Bureau of Reclamation in March 1995. See the October 17, 1997 joint letter from Friends of the River, Sierra Club, Planning and Conservation League, and the National Wildlife Federation to Reclamation's Regional Director, Roger Patterson, and the A.C.E. Sacramento District Engineer, Colonel Dorothy Klasse, for a fuller explanation of the legislative history of the Congressional direction to undertake an American River flood management plan and analysis of this plan.

Encroachment of design freeboard: While the 1986 event did cause significant encroachments into the design freeboard of some Sacramento area levees, the Natomas East Main Drain (Steelhead Creek) being the principal example (a circumstance that resulted in the Sacramento Area Flood Control Agency's [SAFCA] North Area Local Project), the high water in 1986 did not result in general encroachment into the design freeboard of Sacramento area levees. A description of design freeboard of American River levees and the 1986 flows was made published in the January 1995 Proceedings of Phase Two, The Lower American River Task Force. The Proceedings assessed existing levee freeboard conditions at various flows along the American river and concluded the following:

For a release of 115,000 cfs, the existing minimum is the same for both left and right bank levees (about 6 feet). The 130,000 cfs release condition also has about the same freeboard at the lowest point (interpolated to about 5.5 feet). p. L-2, L-3.

As described in more detail in the Proceedings, the original (before Folsom Dam and the accompanying levees) design freeboard of the then existing American River levees was three feet. Presently, the design freeboard varies by river reach between three or five feet of freeboard (at 180,000 cfs) or three feet of freeboard (at 152,000 cfs). Thus, with the important exception of some of the levees that conveyed flows from creeks upstream of Natomas, the 1986 event did not result in flows that would be necessary for encroachments into the design freeboard of Sacramento area levees.

In light of these comments, the final documents should be revised to provide the reader with a more accurate, complete, and useful description of the background circumstances that resulted in the last two decades of flood-control planning in the Sacramento area.

PAC Report, p. 3-2: The PAC report asserts the following:

To date, and based on current technology, no reliable forecast-based operation has been identified that could be implemented without the potential for both induced flooding in other areas of the Central Valley and major impacts to other water resources outputs from Folsom Reservoir.

This statement makes inferences as to facts and law that both appear to be both premature and in error. The draft EIS/EIR appears to provide a more careful and satisfactory explanation of the process and considerations that may result in operational (including forecast-based) changes to Folsom Reservoir operations once construction is complete:

The Corps and Reclamation as directed by, and/or authorized by Congress, and under the appropriate agency authorities and agreements would update the existing Water Control Manual of 1987 or develop a new water plan and control manual. Upon selection of either preferred joint Folsom DS/FDR alternative or stand-alone dam safety hydrologic risk reduction or flood damage reduction alternatives, the Corps as the lead agency, in cooperation with Reclamation, would determine the basis for the updated/new plan. Decisions would be based on existing authorizations or reauthorizations, or new authorizations.

The updated/new plan would analyze weather, basin wetness, precipitation, upstream reservoir storage, and reservoir inflow forecasts to help determine appropriate comprehensive flood control operations procedures. The environmental impacts on all pertinent aspects of the human environment, and the natural environment, and the natural environment would be evaluated in a separate environmental compliance document. The Water Control Manual would likely go through multiple revisions as the various structural modifications are completed at the Folsom Facility, but it is expected that a Final Updated Flood Management Plan and Flood Control Manual would be completed before construction on the Folsom DS/FDR project is completed.

This Folsom DS/FDR EIS/EIR generally considers operations affected by proposed structural modifications; however, a detailed analysis of operational impacts cannot be determined at this time. Upon the selection of a preferred alternative(s), Reclamation, the Corps, SAFCA, and the DWR/Reclamation Board would fully coordinate and address relevant congressional directives to evaluate the existing requirements related to operations and consider possible changes as appropriate. The environmental impacts associated with proposed changes and operational impacts required for supplemental environmental compliance documentation [sic]. The required compliance documentation shall be completed in parallel with a Final Updated Flood Management Plan and Water Control Manual, and is anticipated to be completed in 2010. pp. 2-69, 2-70.

Other similar discussions concerning revisions to the Water Control Manual can be found throughout the draft EIS/EIR (pp. 1-8, 1-9, 1-43, for example)

Although the draft EIS/EIR language would argue that a critique of the PAC report's conclusionary statements regarding forecast-based operations is premature, comments and a responsive revision to the final documents are probably warranted. Therefore, the following observations are offered:

- **The Central Valley areas that might experience (slightly earlier) induced flooding from advanced releases in very large floods are part of the Sacramento River Flood Control Project river and bypass system. The rights to make operational flood releases into these areas already exist and are routinely exercised.**

- Forecast-based operations during very large floods (such as advanced releases before reservoir flood-reservation encroachment, and pre-emptive releases [releases in excess of objective-release constraints to avoid making levee-breaking larger releases])—and during more routine situations (conditional storage into reservoir flood pools)—were operational requirements in the ACE Folsom Reservoir Regulation Manual from 1956 to 1987. Congress directed the Corps to resume such operations in 1993⁹ and again directed the Corps to update these operations in 1999 when it authorized outlet improvements at Folsom Dam in the Water Resources Development Act of that year. Forecast-based operations were also part of the Folsom Dam raise project described in project documents authorized by Congress in 2004.
- The Sacramento District A.C.E. developed a Spring forecast-based operations plan, with analysis and rationale, for implementation on a trial basis and presented the plan to the California Weather Symposium at the 2003 Lower American River Science Conference.¹⁰
- Technical experts at the many annual presentations of the California Weather Symposium, including Corps, DWR, and National Weather Service staff have generally shown considerable confidence about their ability to predict very large floods in the American River Basin.
- Any multipurpose reservoir operation involves a balance of risks between flood-control and water conservation/power interests. Forecast-based operations preserve that balance of risks but enhance the multipurpose benefits of the dam with operations that benefit both interests—with both early flood-control releases (for very large events) and conditional storage (during most years when very large floods do not appear).

If language in the PAC Report cannot be constructed to provide the reader with a clearer grasp of the opportunities and considerations involved in developing a revised Water Control Manual that resumes forecast-based operations, the misleading PAC report language should be deleted and the draft EIS/EIR language can stand alone.

⁹ §9159 of the 1993 Defense Appropriations Act, P.L. 102-396

¹⁰ Proceedings of the 2003 California Weather Symposium, “Theme: ‘Forecasting Extreme Precipitation in the Sierra Nevada and Implications for the American River Watershed.’ ” Lower American River Science Conference, College of Natural Sciences and Mathematics California State University, Sacramento, Sacramento, CA, June 5–6, 2003. “Spring Forecast Based Operations, Folsom Dam, California, Paul E. Pugner, PE, Chief, Water Management Section, Sacramento District, U.S. Army Corps of Engineers, Sacramento, CA.

We noted with some interest the depiction of the calculated annual risk or recurrence interval associated with the Corps of Engineers' or Reclamation's estimated PMF(s). The draft EIS/EIR notes the following:

Recent estimates indicate that a frequency of flood approximately the same size as a PMF would have a recurrence interval somewhere between 1 in 7,100 and 1 in 22,000 years. (p. 1-10)

The draft EIS/EIR also notes the following:

There is a high probability of a series of large storm events occurring within the American River Drainage Basin above Folsom Dam. Due to the limited capacity of the reservoir to safely contain these inflow volumes and the Dam to control releases within the safe carrying capacity of the downstream levees, structural modifications are required to reduce the probability of overtopping during a PMF event. Structural modifications are also required to improve the current level of flood protection during lesser flood events. (p. 1-5)

By their very conception and purpose, PMFs are not high probability events. Indeed, they are created by modelers to size dam-safety features such as spillways so that an exceedance never occurs. The proceeding paragraph could be read to imply otherwise.

It is, of course, interesting to have some idea of the *calculated* annual risk probability of experiencing the estimated PMF. However, the draft EIS/EIR fails to provide sufficient cautions to the reader about the reliability of such frequency extrapolations of a 100-year stream-flow record and estimates on the volume of the historically experienced 1862 flood. The Bureau's Flood Hydrology Manual¹¹ provides important insights that should be reflected in the EIS/EIR:

In fact, there are not enough data to extend frequency curves to anywhere near this limit [the PMF]. (p. 195)

Practical rule-of-thumb knowledge, which is supported by statistical calculations, indicates that frequency curves are reasonably reliable out to return periods of about the sample record length. The current Bureau practice is to limit the extrapolation of the curves to twice the length of record, or 100 years, whichever is longer. In cases where catastrophic loss, loss of life, or dam safety are involved, further extrapolations can be used as justified on a case-by-case basis. (p. 204)

¹¹ Flood Hydrology Manual, A Water Resources Technical Publication, by Arthur G. Cudworth, Jr., Surface Water Branch, Earth Sciences Division, First Edition, 1989, United States Department of the Interior, Bureau of Reclamation, Denver Office.

The American River rain flood frequency analysis by the Corps of Engineers prepared with the advice of the National Research Council's Committee on American River Flood Frequencies does not extrapolate the frequency curve beyond 1 in 200.¹² This seems consistent with Reclamation's manual guidance as well, although both documents acknowledge that some uses may require cautious additional extrapolation.

We suggest that the draft EIS/EIR contain a more accurate description of the purposes for which PMFs are created and their highly improbable nature. Also, when describing the annual risk or recurrence intervals of such a high-flow event, it would be helpful to explain that these are *calculated extrapolation* estimates and that the actual probability distribution of the American River PMF, or any PMF, is not known. Nevertheless, regardless of calculated frequency estimates, it is Reclamation's policy and a general dam-safety standard to construct spillways adequate to convey PMF estimated flows where the consequences of failure are significant.

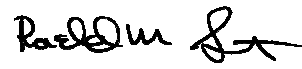
Finally, we request that project performance also be portrayed in terms of the reservoir design flood—that is, the volume of the design hydrograph in terms of peak, 1-day mean, and 3-day mean, or perhaps 5-day mean flows in cfs that can be accommodated before some critical design constraint such a design freeboard at the dam, dike, or levee is encroached. These operational constraints should, of course, be documented as well.

The purpose for such documentation is to permit comparison of historic and modeled floods with contemporary performance estimates as well as those that are available in historical flood-damage-reduction planning documents before the adoption of level-of-protection or risk-and-uncertainty-based performance descriptions. We are not alone in requesting such estimates. We believe that such supplementary descriptions are supported by SAFCA. Also, the National Research Council's Committee on Flood Control Alternatives in the American River Basin suggested the use of design flood volume comparisons with known flood flows to assess relative project performance.¹³

¹² U.S.A.C.E. Sacramento District, American River, California, Adopted Rain Flood Flow Frequency Analysis, April 1999, plate 1.

¹³ Flood Risk Management and the American River Basin, An Evaluation, National Academy Press, 1995, pp 153-156.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Ronald Stork", with a stylized flourish at the end.

Ronald Stork

Comment #348

Tisthammer, Troy

From: Duran Quick [duran.quick@fedex.com]
Sent: Friday, January 26, 2007 10:08 AM
To: soliver@mp.usbr.gov
Subject: Folsom Lake

I object to limiting access to Folsom Lake for 7 years to accommodate construction equipment.

Regards,
Duran Quick

1/29/2007

Comment #349

Tisthammer, Troy

From: Bonnie Amoruso [BAmoruso@dtsc.ca.gov]
Sent: Friday, January 26, 2007 9:46 AM
To: soliver@mp.usbr.gov
Subject: Folsom Point Proposed Closure

First, the Bureau of Reclamation closes Folsom Dam Road which caused financial hardship on many small businesses in Folsom, as well as huge traffic congestion and now you want to close Folsom Point recreation area for up to seven years? Does the Bureau have any idea what this will do financially to the businesses in that area? There is plenty of vacant land around Folsom that I'm sure could be used for the staging area for this project, instead of closing down a major summertime recreation area. Why doesn't the Bureau come up with a few different locations for their staging area and then let those choices be reviewed by the City of Folsom for a final decision.

Bonnie Amoruso
Associate Governmental Program Analyst
Fees Unit
Department of Toxic Substances Control
(916) 322-8676 FAX (916) 445-9549
email: bamoruso@dtsc.ca.gov

1/29/2007

Comment #350

Tisthammer, Troy

From: didder437 [didd437@comcast.net]
Sent: Friday, January 26, 2007 10:07 AM
To: soliver@mp.usbr.gov
Subject: Folsom Point

To whom it may concern,

As I know there is a need to increase the flood protection, there much be other avenues to the staging area for the equipment. Causing such a impact to a community financially as well as to the citizens that live within and around that community is just unacceptable. I have live in Folsom for nearly 13yrs. One reason that drew me to this city was the recreation activities and access to Folsom Lake for my three kids. Closing one of the main recreational areas for seven year, again I believe is unacceptable especially during the formable years of my kids lives.

Thank you and please do not continue this process,

Jerry Boyd
Folsom, CA

1/29/2007

Comment #351

Tisthammer, Troy

From: Dave Buck [dbuck@clarkpest.com]
Sent: Friday, January 26, 2007 9:45 AM
To: SOLIVER@MP.USBR.GOV
Subject: FOLSOM POINT

Hello Mr. Oliver,

I am writing to you about the conflict with Folsom Point. I am amazed that there are no more alternatives other than to screw the people of Folsom once again. Why don't you rename the lake "Granite Bay Lake" or "El Dorado Hills Lake". The people of Folsom are tired of being pushed around by the bureaucratic process. First, Came the closure of the Dam road and now the closure of a very popular recreation area. Mr. Oliver I am sure the people of Folsom can come up with an ancient burial ground or Spotted Owl habitat that would shut this program down for several years. Thank you for your time and remember "DON'T CLOSE FOLSOM POINT".

SINCERELY,
Dave Buck
Folsom Resident

1/29/2007

Comment #352

Tisthammer, Troy

From: dave buck [ddkbuck@sbcglobal.net]
Sent: Friday, January 26, 2007 9:44 AM
To: soliver@mp.usbr.gov
Subject: Folsom Point

Mr. Oliver: I'm still in shock that anyone thought this suggestion to close Folsom Point for seven years was a good idea. A staging site for construction equipment??? Entire shopping centers are remodeled and rebuilt and not one place of business ever closes to the public to make this happen. Yes, I expect some sort of inconvenience, but I can still shop.

I have lived in Folsom since 1983--I bought a boat in 1984 and I have owned one ever since. I have launched my boat at Folsom Point (we still call it Dyke 8) at least 2-3 time a week since then. We can have a family (and friends) vacation any day of the week. We don't have to make long term plans and drive for miles to make some lasting memories. My friends and I take our walks there, we walk our dogs there, we take school children on hikes and nature studies there, we enjoy the sunset there. I live in Folsom and this is FOLSOM LAKE--why should I have to drive to another town to see it???enjoy it??? use it??

I'm sure there are other solutions to this construction problem that would not shut out 60,000 citizens from Folsom Lake and all that it has to offer .

Thank you for your time and your careful consideration--Daylene Buck

1/29/2007

Comment #353

Tisthammer, Troy

From: Neil Pearl [neil@neilpearl.com]
Sent: Friday, January 26, 2007 6:44 AM
To: soliver@mp.usbr.gov
Subject: Regarding Folsom Point

Hello,

Just a note to let you know how my family and I feel about the proposal to close Folsom Point...

Easy Lake Access is why we moved here, and Folsom Point is our favorite family recreation spot.

If it closes, we will move out of the County, and look for another place to live.

I don't think you realize the impact to business and families....

Sincerely,

Neil Pearl

--

No virus found in this outgoing message.

Checked by AVG Free Edition.

Version: 7.5.432 / Virus Database: 268.17.11/652 - Release Date: 1/25/2007 3:32 PM

1/29/2007

Comment #354

Tisthammer, Troy

From: James D. Sprenger [James@pioneerfleet.com]
Sent: Friday, January 26, 2007 8:32 AM
To: soliver@mp.usbr.gov
Cc: Rebecca.A.Victorine@usace.army.mil.; kthron@pioneerfleet.com
Subject: Use of Folsom Lake public recreation areas for construction staging

My name is James Sprenger. I am not satisfied with the statement that you would close several public access areas in order to stage construction equipment, supplies & debris. The idea that you can not find enough area in which to store construction equipment is with out merit. Why not build into construction cost an area to be built up just north of the dam that can be turned into another public access area at the completion of construction? Will it cost a bit more yes but it will also keep the other areas open for the public and as an added bonus it will create more public access area for the Sacramento areas continuing growth. Remember the Sacramento area population should be around 2.6 million in the year 2010. We are growing fast. If I, a layman, can come up with this solution I'm sure you can make something work. Something, that really works for everyone.

James D. Sprenger
Sacramento area resident.
American Veteran
Park user.

1/29/2007

Comment #355

Tisthammer, Troy

From: Maria Noori [thenooris@hotmail.com]
Sent: Friday, January 26, 2007 9:11 AM
To: soliver@mp.usbr.gov
Subject: Folsom Point Closure

To whom it mas concern,

As a former resident of Folsom I was informed of the possible 7yr closure of Folsom Point. This is an outrage for the people who live there in Folsom and also for the many who visit Folsom Point to enjoy all the beauties of nature.

I also agree that this will damage the economic situation as all the people who would normally spend their time and money at Folsom Point will be going elsewhere.

We used Folsom Point for taking the dog for a walk, for familiy picnics and to take our boat out. I really do think this is a grave mistake and should be thought over and some other decision made.

Thank you
Maria Noori

[Valentine's Day -- Shop for gifts that spell L-O-V-E at MSN Shopping](#)

Comment #356

Tisthammer, Troy

From: Julia Fox [foxjulia@gmail.com]
Sent: Friday, January 26, 2007 8:35 AM
To: soliver@mp.usbr.gov
Subject: Folsom Point

Hello,

Closing Folsom Point for seven years would have a negative impact on the area. Folsom Point is one of the factors that make Folsom so attractive for visitors and residents.

Sincerely

Julia Fox

Comment #357

Tisthammer, Troy

From: Lim, Linden "Chip" [LLim@boe.ca.gov]
Sent: Friday, January 26, 2007 7:54 AM
To: soliver@mp.usbr.gov
Subject: DO NOT CLOSE IT!!!

Please find an alternative to closing Folsom Point.

Linden 'Chip' Lim
Staff Services Analyst
CATS/Information Center
(916) 324-0109

Tisthammer, Troy

From: Jim Donnell [public@tahoepeaks.com]
Sent: Friday, January 26, 2007 6:42 AM
To: soliver@mp.usbr.gov
Subject: Folsom Plan

To whom it may concern:

I am opposed to the current plan to close Folsom Point and other parts of Folsom Lake to recreation to enhance the flood protection. I recognize the need to improve our flood protection and water storage capacity and ask that the Bureau look at other alternatives that will not affect the public use of Folsom Lake.

Sincerely,

Jim Donnell
2916 Woodleigh Lane
Cameron Park, CA 95682

Comment #359

Tisthammer, Troy

From: barbara zawadzki [screenok@yahoo.com]
Sent: Friday, January 26, 2007 6:38 AM
To: soliver@mp.usbr.gov
Subject: Folsom Point

I am against the closure of Folsom Point. I live in Folsom and have seen the dam road and the small park closed. I used both of those facilities until the closure. Now, the point is to be closed. I also use it. There has to be another alternative. I'm tired of my recreational areas being closed.

Barbara Zawadzki
231 Evelyn Way
Folsom, Ca 95630

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1/29/2007

Comment #360

Porter, Stacy

From: Cook, Jane [Jane.Cook@aerojet.com]
Sent: Monday, January 29, 2007 6:19 AM
To: soliver@mp.usbr.gov
Subject: Folsom point closure
Importance: High

I am so upset that you are now considering closing Folsom point for the construction of the new crossing. I live in Briggs Ranch. We bought our house for two reasons – access over the river and access to the lake. I worked in Roseville and my husband works in Folsom and one of had to cross the river so the Damn crossing made our neighborhood perfect for my commute. After the damn was closed my commute went from 40 minutes a day to well over 1 hour and 45 minutes. I have 2 small children and that was unacceptable. I quit a job I loved because of the closure. Now I hear that you are going to destroy the other reason we bought our house which is the great access to the lake. You have the entire look-out point to work with as well as all the top of the damn and the other side of the damn road at Folsom Blvd, not to mention the State prison land. Leave our State Park alone. Honestly, you have hurt our neighborhood enough. You have hurt our town enough. I'm disgusted at even the careless thought of doing this. We are people. We pay a ton in taxes. We pay for the right to use our state park every time we enter it. It brings money into our town but it also is something that the families of Folsom use together. It is at the heart of our town. Please don't do this.

Jane Cook

Aerojet
Sr Manufacturing Engineer
Development Ops
PO Box 13222
Sacramento, CA 95813
Office: (916)355-3948
Fax: (916)355-2716
E-mail: Jane.Cook@aerojet.com

2/13/2007

Tisthammer, Troy

From: Porter, Stacy
Sent: Monday, January 29, 2007 12:40 PM
To: Tisthammer, Troy
Subject: FW: I support Folsom Dam upgrades for flood control (UNCLASSIFIED)

-----Original Message-----

From: Victorine, Rebecca A SPK [mailto:Rebecca.A.Victorine@spk01.usace.army.mil]
Sent: Monday, January 29, 2007 12:35 PM
To: Shawn Oliver; Porter, Stacy
Cc: Wondolleck, John
Subject: FW: I support Folsom Dam upgrades for flood control (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: NONE

-----Original Message-----

From: Bruce Thomas [mailto:brt_brt_brt@yahoo.com]
Sent: Sunday, January 21, 2007 9:30 PM
To: Victorine, Rebecca A SPK
Subject: I support Folsom Dam upgrades for flood control

Becky Victorine, U.S. Army Corps of Engineers, Sacramento District, 1325 J St.,
Sacramento, CA 95814

Dear Ms. Victorine,

Upgrades at Folsom Dam are needed for protection against flooding in Sacramento. Sacramento currently has the least protection against flooding of any major city in the US. Upgrading of Folsom Dam is cost-effective for taxpayers and will rapidly provide the enhanced flood control so desperately needed for Sacramento.

Sincerely,
Bruce R. Thomas
2477 Sycamore Ln, Apt G6
Davis, CA 95616

Classification: UNCLASSIFIED
Caveats: NONE

Tisthammer, Troy

From: Porter, Stacy
Sent: Monday, January 29, 2007 12:29 PM
To: Tisthammer, Troy
Subject: FW: Comments on using Folsom Point as construction site (UNCLASSIFIED)

Another one!

-----Original Message-----

From: Victorine, Rebecca A SPK [mailto:Rebecca.A.Victorine@spk01.usace.army.mil]
Sent: Monday, January 29, 2007 12:26 PM
To: Shawn Oliver; Porter, Stacy
Cc: Wondolleck, John
Subject: FW: Comments on using Folsom Point as construction site (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: NONE

-----Original Message-----

From: barry [mailto:bearie@hughes.net]
Sent: Sunday, January 21, 2007 5:55 PM
To: Victorine, Rebecca A SPK
Subject: Comments on using Folsom Point as construction site

Hi,

I'm a long time resident of Placer County and typically use Folsom Point (Dyke 8) frequently. I'm pretty familiar with the area. Folsom Point is a unique venue of Folsom Lake in it is a wonderful family place where one can drive in to and meet people who have boats or in other situations, experience a simple nice day in a beautiful cove and play in the water. It has may old oak trees, shade, a gentle slope to the water and is generally a very safe place for family picnicking as well as combining "non aggressive boating" with a beautiful beach environment.

I don't have a photo of the situation but perhaps I can point it with words. One time (well before my 8 yr. old son was born) I idled to the shore there and ate a sandwich while the sun warmed us up. It's a soft bottom (no rocks to hurt one's feet). We got out and sat on the edge of my little boat's deck and watched some children playing in the water's edge. I remember hearing a little 3 (or so) old girl shrieking with amazement that she's found a large frog. Her brother also found one and her's got away. It was so priceless to hear her say "he's got a frog but I don't have one." Sort of silly and they didn't really torture the frogs too much bug it was such an innocent experience.

After my son was born, it was the first place we visited on the lake because I *knew* it was a family-friendly place on the lake. Frankly, the best.

There are many places to stage a construction crew on the lake. To the East of Folsom Dam, there is a large parking lot that is no longer used (thanks to 9-11). There is a very good road leading to the site. That could be one such staging area. There are others downlill to Natomas Road. There are so many other possibilities and I realize you folks are dealing with constraints of many types but there is so much room to deal with that is available.

Please take Folsom Point in to consideration when making your choices. It is frankly *the* best launch ramp and family picnic area on Folsom Lake and I've been using it since 1980. It's a healthy respite to the likes of Granite Bay.

Sincerely,

Barry Fowler
Newcastle, California

Comment #363

Tisthammer, Troy

From: Porter, Stacy
Sent: Monday, January 29, 2007 12:45 PM
To: Tisthammer, Troy
Subject: FW: 2nd dam (UNCLASSIFIED)

[More!](#)

From: Victorine, Rebecca A SPK [mailto:Rebecca.A.Victorine@spk01.usace.army.mil]
Sent: Monday, January 29, 2007 12:29 PM
To: Shawn Oliver; Porter, Stacy
Cc: Wondolleck, John
Subject: FW: 2nd dam (UNCLASSIFIED)

Classification: **UNCLASSIFIED**

Caveats: NONE

From: JOEL PATE [mailto:capates@sbcglobal.net]
Sent: Sunday, January 21, 2007 8:02 PM
To: Victorine, Rebecca A SPK
Subject: 2nd dam

Hi,

I don't know much about the situation with Folsom dam. I just had a thought I wanted to pass on.

If the big problem is raising the dam to increase flood control, why not build a 2nd dam just downstream that is taller? You would only need to close the gates in case of an emergency situation. Folsom dam as it is could still be used. Plus you could open the road since a terrorist blowing up the dam would lose any real impact.

Just a thought. Thanks for your time.

David Pate

Classification: **UNCLASSIFIED**

Caveats: NONE

1/29/2007

Porter, Stacy

From: ckel@comcast.net
Sent: Wednesday, January 17, 2007 7:21 PM
To: soliver@mp.usbr.gov; mfinnegan@mp.usbr.gov
Cc: themayor@folsom.ca.usericking@folsom.ca.us; corrprincess@ardennet.com; smiklos@folsom.ca.us; jstarsky@folsom.ca.us
Subject: DONT COSE FOLSOM POINT

Friends,

I strongly object to the closure of Folsom Point ! I do realize work needs to be done to improve and enhance the dykes and dam. For this, I commend your efforts. However, Folsom Point is the only access to Folsom Lake within the City of Folsom and thousands of residents and visitors use this access. I myself use it almost every day. Wether I am walking my dog, running, cycling, kayaking, picnicing, boating, playing with my children, catching a moonrise or sunset, this access is invaluable to Folsom residents and visitors. I strongly oppose the closure of Folsom Point State Recreation Area. Please find other alternatives to this proposal, as closing this gem is unacceptable.

Sincerely,

Casey Keller

Comment #365

Tisthammer, Troy

From: Porter, Stacy
Sent: Monday, January 29, 2007 11:27 AM
To: Tisthammer, Troy
Subject: FW: Folsom Dam Project (UNCLASSIFIED)

From: Victorine, Rebecca A SPK [mailto:Rebecca.A.Victorine@spk01.usace.army.mil]
Sent: Monday, January 29, 2007 10:58 AM
To: Porter, Stacy; Shawn Oliver
Cc: Wondolleck, John
Subject: FW: Folsom Dam Project (UNCLASSIFIED)

Classification: **UNCLASSIFIED**

Caveats: NONE

From: Jeff Onderko [mailto:jderko@comcast.net]
Sent: Sunday, January 21, 2007 4:55 PM
To: Victorine, Rebecca A SPK
Subject: Folsom Dam Project

As a frequent user of Folsom lake and the beaches and trails, i would like to voice my opinion on the proposed Folsom Dam Project. I frequently use the Beales Point Recreation Area and multiple other recreation areas on the lake for personal pleasure and excersise. I would be greatly disapointed in seeing the closure of this great recreation area, as so many others would. However, if the closure of the recreation area means a safer dam, building a new spill way and reinforcing Mormon Island than i support the closure for the use of storing equipment. Having said that, i will expect the area to re-open ASAP. Thank you for your time and here is my contact info:
916-390-0042
Jeff Onderko, Roseville

Classification: **UNCLASSIFIED**

Caveats: NONE

1/29/2007

Porter, Stacy

From: Victorine, Rebecca A SPK [Rebecca.A.Victorine@spk01.usace.army.mil]
Sent: Monday, January 29, 2007 2:40 PM
To: Shawn Oliver; Porter, Stacy
Cc: Wondolleck, John
Subject: FW: Do Not close Folsom Point (UNCLASSIFIED)

Follow Up Flag: Follow up
Flag Status: Completed

Classification: UNCLASSIFIED
Caveats: NONE

-----Original Message-----

From: Robert Simpson [mailto:go_boating@hotmail.com]
Sent: Monday, January 22, 2007 4:41 PM
To: governor@governor.ca.gov; themayor@folsom.ca.us; www.mfinnegan@mp.usbr.gov; Victorine, Rebecca A SPK
Subject: Do Not close Folsom Point

As a resident of Folsom, I request you intervene to prevent the closing of Folsom Point on Folsom Lake related to potential federal construction.

thank you,

Robert Simpson
Folsom, Ca

Gov. Arnold Schwarzenegger - www.ca.gov
Senator Dianne Feinstein
Senator Barbara Boxer
Representative Daniel Lungren (3rdDistrict) Mayor Andy Morin Bureau of Reclamation U.S. Army Corp. of Engineers

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Classification: UNCLASSIFIED
Caveats: NONE

JAMES A. COST
464 TROWBRIDGE LANE, FOLSOM, CA 95630
(EMAIL) jim@epks.com (PHONE) 916-984-6209 (FAX) 916-984-6218

January 24, 2007

Shawn Oliver
Bureau of Reclamation
7794 Folsom Dam Road
Folsom, CA 95630

USBR-CCAO (FOLSOM) OFFICIAL FILE COPY RECEIVED JAN 24 2007		
CODE	ACTION	INITIALS & DATE
411		

Re: Objection to closing Folsom Point recreation area

Dear Shawn Oliver,

I would like to voice my very strong objections to closing the Folsom Point recreation area for dam re-fitting. I am a medically retired, 30-year veteran police officer with congestive heart failure and throat cancer. I relocated to Folsom for it's therapeutic environment. I have wild turkeys in my yard, I can hear coyotes at night, and I see Canada geese overhead. There is an overall quiet in the air, traffic flows freely and people are friendly. This is a stress free environment that helps keep me alive.

One of my few remaining recreations is going to Folsom Point with my family or occasionally alone to enjoy the unique beauty of the natural surroundings, which intertwine with the splendor of a man-made lake. From hiking, boating, picnicking or just sitting with a cup of coffee, Folsom Point truly a treasure.

Having worked in government all my life I know there are others options available for the re-fit staging. They may cost a little more, may be a little less convenient, but most certainly are less destructive to the quality of life we have here than closing Folsom Point.

As a fully disabled person who depends on Folsom Point, I urge you to do the right thing and keep Folsom Point recreation area open.

Sincerely



Cc: Senator Diane Feinstein
Senator Barbara Boxer
Rep. Dan Lungren
Governor Arnold Schwarzenegger
Folsom City Council
Sacramento Bee
Folsom Telegraph
Station KXTV
Station KCRA

Classification	EM-600
Project	CVP
Control No.	07005669
Folder I.D.	1025306

Comment #368

Tisthammer, Troy

From: Porter, Stacy
Sent: Tuesday, January 30, 2007 8:15 AM
To: Tisthammer, Troy
Subject: FW: Folsom Reservior (UNCLASSIFIED)

From: Victorine, Rebecca A SPK [mailto:Rebecca.A.Victorine@spk01.usace.army.mil]
Sent: Monday, January 29, 2007 4:42 PM
To: Shawn Oliver; Porter, Stacy
Cc: Wondolleck, John
Subject: FW: Folsom Reservior (UNCLASSIFIED)

Classification: **UNCLASSIFIED**

Caveats: NONE

From: SJCANOVA@aol.com [mailto:SJCANOVA@aol.com]
Sent: Wednesday, January 24, 2007 3:27 PM
To: Victorine, Rebecca A SPK
Subject: Folsom Reservior

To whom it may concern,

After living in the Bay Area for 46 years, I moved my family to Folsom 3 years ago for many reasons. One of the most important being the lake. We are boaters, live 5 minutes from the ramp and have been in absolute heaven ever since we moved. We paid a premium for our house and were glad to do so to be able to get on the lake so quickly and easily. We invite friends and family from all over to come and visit and we take them out on the lake. If you close the ramps you would be taking all this away from us, not to mention destroy our property value. It was one heck of a difficult effort to sell our last house, buy our current one, find new jobs and pull my son out of his old school and send him to a new one. But, we did it and we are all thriving here. The lake is a major reason why. We ski, wakeboard, tube, kayak, fish and more.

My story is certainly not unique. I would guess there are hundreds if not thousands with the same reason for being here. Closure of the ramps would negatively affect us all. Just as closure of the Dam Road did. I realize the work is necessary but, surely there are other areas to stage from. I implore you not to take away our jewel while the work is being done.

Thank you for listening,

Steve Canova

Classification: **UNCLASSIFIED**

Caveats: NONE

1/30/2007

Comment #369

Tisthammer, Troy

From: Porter, Stacy
Sent: Tuesday, January 30, 2007 8:15 AM
To: Tisthammer, Troy
Subject: FW: Folsom Point Closure, Folsom Dam, Folsom California (UNCLASSIFIED)

From: Victorine, Rebecca A SPK [mailto:Rebecca.A.Victorine@spk01.usace.army.mil]
Sent: Monday, January 29, 2007 4:55 PM
To: Shawn Oliver; Porter, Stacy
Cc: Wondolleck, John
Subject: FW: Folsom Point Closure, Folsom Dam, Folsom California (UNCLASSIFIED)

Classification: **UNCLASSIFIED**

Caveats: NONE

From: BCalfee@FLR.FOLLETT.COM [mailto:BCalfee@FLR.FOLLETT.COM]
Sent: Thursday, January 25, 2007 7:50 AM
To: Victorine, Rebecca A SPK
Subject: Folsom Point Closure, Folsom Dam, Folsom California

I live in Folsom and use the Folsom Point Recreation area on average 15 times per year. I do not want to see it closed.

Please figure out another alternative so that it remains open.

Move some dirt to the side of the parking lot at Folsom Point and you will have plenty of room, there are acres of land and use that as the staging area.

regards,

Barry Calfee
157 Canyon Rim Drive
Folsom CA 95630

Classification: **UNCLASSIFIED**

Caveats: NONE

1/30/2007

Comment #370

Tisthammer, Troy

From: Richard Reid [rrreid3@surewest.net]

Sent: Monday, January 29, 2007 6:17 PM

To: soliver@mp.usbr.gov

SURELY WITH ALL THE LAND THAT THE BUREAU OWNS AROUND FOLSOM DAM, A LESS DISRUPTIVE STAGING AREA CAN BE FOUND AND LEAVE FOLSOM PT. TO BE ENJOYED BY THE CITIZENS. DON'T PULL THE GOV'T HEAVEY HAND ROUTINE WITHOUT DOING YOUR DO DILIGENCE TO FIND A MORE SUITABLE SITE. rrreid

1/30/2007

Tisthammer, Troy

From: Davis, Scott T [scott.t.davis@lmco.com]
Sent: Monday, January 29, 2007 12:41 PM
To: themayor@folsom.ca.us; mfinnegan@mp.usbr.gov; soliver@mp.usbr.gov;
rebecca.a.victorine@usace.army.mil
Subject: Foslom Point- Objection to Proposed Closing

I would like to register my objection to the proposed closing of the Folsom Point Recreation Area as a staging area for the Folsom Lake Bridge Project. Closing this area for several years will severely impact area businesses and negatively effect quality of life for all residents of Folsom.

Scott T. Davis
107 Estabrook Lane, Folsom CA 95630

Director, Common Strategic Supplier Management
Lockheed Martin Space Systems Company
Aerojet Resident Office
Hwy 50 & Aerojet Rd.
Rancho Cordova, CA 95670
Office: (916)355-2553
Cell: (916)233-7482
Fax: (916)355-6422
scott.t.davis@lmco.com

1

Tisthammer, Troy

From: James A. Roberts [jemsjar@comcast.net]
Sent: Monday, January 29, 2007 1:17 PM
To: 'Shawn Oliver'
Cc: 'James A. Roberts'
Subject: RE: Folsom Dam Safety and Flood Damage Reduction EIS/EIR

Shawn:

How are you handling the effects of climate change on the project and the effects of the project on climate change? The text that I have seen is silent on these issues.

Jim Roberts

-----Original Message-----

From: Shawn Oliver [mailto:soliver@mp.usbr.gov]
Sent: Monday, January 29, 2007 9:47 AM
To: jemsjar@comcast.net
Subject: RE: Folsom Dam Safety and Flood Damage Reduction EIS/EIR

Please let me know if I can provide anymore information.

I don't know how I messed up Ginni's name, but she was very nice about it.

Thanks for getting back to me.

Shawn

Shawn E. Oliver
Natural Resource Specialist
Bureau of Reclamation
Central California Area Office (Folsom)
Email soliver@mp.usbr.gov
Office (916) 989-7256
Fax (916) 989-7208
>>> "James A. Roberts" <jemsjar@comcast.net> 01/29/07 7:49 AM >>>
Shawn:

Thanks for the information. I am not a member of the group that Ginni represents. However, I have been interested in what they have been doing for the community and thought they might be interested in the proposed project.

Jim Roberts

-----Original Message-----

From: Shawn Oliver [mailto:soliver@mp.usbr.gov]
Sent: Sunday, January 28, 2007 7:09 PM
To: jemsjar@comcast.net
Cc: jpalmer@sanjuan.edu; MDencavage@sanjuan.edu; senoch@sanjuan.edu; ginniaj@yahoo.com
Subject: Re: Folsom Dam Safety and Flood Damage Reduction EIS/EIR

Mr. Roberts,

Reclamation and the Corps are unable to extend the comment period again.

Our schedule to get the project to Congress and get funding for the project is aggressive. Both agencies want to reduce the risk to the downstream public as soon as possible.

I understand that you still have concerns about the project, and I encourage you to send

you comment ~~#372-373~~ this week if possible. Even though the "Official" comment period is over, the environmental team will still be reading and logging them. We will incorporate all of the comments that we can before the final document goes to the printer.

The Final Draft EIS/EIR will be release on March 31st. A 30 day comment period on the document will follow. We anticipate signing the Record of Decision on May 7th.

I spoke with a member of your group today. Debbie asked some very good questions.

To date, we have had a very disappointing level of interest in the flood damage reduction portion of the project. Your comments will help us add information to the final document.

I've added a link for viewing the document below. I would concentrate your efforts on the Executive Summary, and the description of Alternative 3 in Chapter 2. Alt. 3 is our "Environmentally Preferred Alternative" at this time. There is also a brief description of operations in chapter 1 that might be helpful.

You can also give me a call to discuss the project. (916-989-7256)

The draft EIS/EIR is available for viewing online at

http://www.usbr.gov/mp/nepa/nepa_projdetails.cfm?Project_ID=1808

Thanks again for your interest.

Shawn

Shawn E. Oliver
Natural Resource Specialist
Bureau of Reclamation
Central California Area Office (Folsom)
Email soliver@mp.usbr.gov
Office (916) 989-7256
Fax (916) 989-7208
>>> "James A. Roberts" <jemsjar@comcast.net> 01/26/07 3:51 PM >>>
Attn: Shawn E. Oliver

Natural Resource Specialist
Bureau of Reclamation
California Central Area Office (Folsom)

RE: FOLSOM DAM SAFETY AND FLOOD DAMAGE REDUCTION EIS/EIR

Mr. Oliver:

An extension of the time for review of the reference EIS/EIR is requested.

This request is made both (1) as a member of the Facilities, Transportation, and Finance Committee of the San Juan Unified School District and (2) as a resident in an area which would potentially be adversely impacted by the potential adoption of the project. In neither case (the District or the residences in the potentially affected area) did we receive notice of the availability of the subject EIS/EIR for review. At a meeting last Wednesday, January 24th, to review draft materials on another Bureau project, I was asked what my opinion was of the referenced project. I had no idea that it was even being proposed! After reading a copy of the Executive Summary, which was given to me that day,

Comment #372673
I really need a careful and full review of the document is critical. Today, at another meeting I was told that the comment period was to close today.

As a professional in the field of environmental assessment, I understand what pressure you are going through to prepare the documentation and to act upon the project. However as a citizen of the community which may be adversely affected, I also understand that we must do whatever we can to ensure that the document is fully vetted by all stakeholders. Needless to say, without a full review by all stakeholders, the Bureau's process is considerably flawed.

Please advise.

James A. Roberts, Ph.D. CEP Emeritus

Geographer and Resource Planner

Tel: 916-483-1564

Tisthammer, Troy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Monday, January 29, 2007 3:07 PM
To: Shawn Oliver
Subject: Fwd: Folsom Point Closure

>>> "Dalisa Sanford" <dalisasan4d@sbcglobal.net> 01/29 1:04 PM >>>
Michael,

My family resides in El Dorado Hills and we are enthusiastic boaters who regularly use the Brown's Ravine boat launch. As I'm sure you are aware, this facility is extremely busy during the warmer months and we find that boating on the weekends is very difficult. The facility is essentially impacted. With the expected growth of El Dorado Hills in the next few years, it is logical the pressure on Brown's Ravine will become even greater. I was very surprised to learn of the Bureau's plans to close down one of the few access areas (Folsom Point) for 7 years. I was even more surprised to read that the City of Folsom was just as surprised at your plan. It seems incomprehensible that The City which your plan so dramatically affects would not be part of the process and consulted for alternatives.

I would strongly urge the decision makers to look for other options for the construction yard. Many people in this region would be adversely affected by your proposed plan and closing one of the few access points would make an already difficult situation even worse. A City of Folsom Official was quoted as saying they are offering alternative sites for your consideration. I sincerely hope the Bureau makes every effort to keep Folsom Point open.

Dan and Dalisa Sanford

Dalisa Sanford
1922 Burton Place ♦ EDH ♦ 95762
916-939-5048
916-995-7698 (Cell)

Tisthammer, Troy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Monday, January 29, 2007 3:06 PM
To: Shawn Oliver
Subject: Fwd: Closing of Folsom Point

>>> "Elizabeth Kastern" <ekastern@mhalaw.com> 01/29 10:39 AM >>>

To Whom It May Concern:

We live at 209 Briggs Ranch Drive in Folsom and my family and friends have enjoyed having close walking distance access to the Folsom Point park and recreation area. The highest selling point when buying our house 3 years ago was that we were so close to the lake. Please include me on the record as being Opposed to the Closing of Folsom Point.

Thank you for your consideration.

Elizabeth and Brian Kastern

Comment #376

Tisthammer, Troy

From: Porter, Stacy
Sent: Tuesday, January 30, 2007 8:20 AM
To: Tisthammer, Troy
Subject: FW: Closure of Folsom Point (UNCLASSIFIED)

From: Victorine, Rebecca A SPK [mailto:Rebecca.A.Victorine@spk01.usace.army.mil]
Sent: Tuesday, January 30, 2007 7:49 AM
To: Shawn Oliver; Porter, Stacy
Cc: Wondolleck, John
Subject: FW: Closure of Folsom Point (UNCLASSIFIED)

Classification: **UNCLASSIFIED**

Caveats: NONE

From: Martin Kiff [mailto:glomart@pacbell.net]
Sent: Friday, January 26, 2007 1:15 PM
To: Victorine, Rebecca A SPK
Subject: Closure of Folsom Point

As regular users of Folsom Point, It would be very difficult to go to a different location for the years this would be closed and unavailable to the public. We strongly recommend a staging location that is not used by such a large segment of the public.

Classification: **UNCLASSIFIED**

Caveats: NONE

1/30/2007

Comment #377

Tisthammer, Troy

From: Porter, Stacy
Sent: Tuesday, January 30, 2007 8:20 AM
To: Tisthammer, Troy
Subject: FW: FOLSOM POINT CLOSURE (UNCLASSIFIED)

From: Victorine, Rebecca A SPK [mailto:Rebecca.A.Victorine@spk01.usace.army.mil]
Sent: Tuesday, January 30, 2007 8:06 AM
To: Shawn Oliver; Porter, Stacy
Cc: Wondolleck, John
Subject: FW: FOLSOM POINT CLOSURE (UNCLASSIFIED)

Classification: **UNCLASSIFIED**

Caveats: NONE

From: mschlegel2@comcast.net [mailto:mschlegel2@comcast.net]
Sent: Saturday, January 27, 2007 9:43 AM
To: themayor@folsom.ca.us; Victorine, Rebecca A SPK
Subject: FOLSOM POINT CLOSURE

January 27, 2007

To all of our honorable representatives:

RE: "PROPOSED" CLOSURE OF FOLSOM POINT STATE PARK (A.K.A. DYKE 8) by BUREAU OF RECLAMATION AND U.S. ARMY CORPS OF ENGINEERS.

Please be advised that we, citizens of Folsom, CA, have been put on notice that a proposed closure of our park is scheduled for the fall of 2007. This proposal comes from the Bureau of Reclamation and the U.S. Army Corps of Engineers. It is our understanding that our beautiful park and recreation area will be used as a construction staging area for different work projects on the dam and Mormon Island Spillway by the Bureau and Army Corps of Engineers.

It is our belief that this closure will have deep and dramatic effects on families, businesses, tourism and the environment. The consequences are far reaching. This is a family community. We bring our children to the lake to walk, bike, swim, picnic, fish, boat and just enjoy nature. This scenario is repeated over and over again. Folsom Point is one of the reasons people buy homes in this area. This park is one of the jewels of Folsom. Bird Watchers frequent the park. I might point out that even though the Bald Eagle is no longer on the endangered species list, it is still protected by the "Bald and Gold Eagle Protection Act". It is my understanding that one of the afforded protections is not to disturb the nesting area or flight pattern area. This needs more investigation. We have not been given adequate time to investigate the impact that this proposal will have on our environment. We have other migratory birds that now nest there as well. This is a pathway for many other animals as well. Rattlesnakes also reside at Folsom Point.

1/30/2007

Comment #377

The businesses in Folsom will definitely realize a financial impact. Our business owners look forward to the summer months when tourists and other lake traffic provide much needed revenue. Our businesses suffered with the closure of the Dam Road and now this may be the proverbial "straw" for financial loss. Business owners have expressed a great concern.

We do not oppose positive improvements on the dam. We request a staging area that will not hurt so many families, businesses, wildlife and real estate values. In all truth we have not been given adequate time in which to address these issues. Our first notice was on January 9th 2007. We were advised that 3,000 flyers were sent out. This is a city with a population of 63,000. The deadline given to us to discuss the closure is January 22, 2007. That was essentially "no notice". We need counsel as to our rights and the right of the wildlife who cannot speak for themselves.

We ask all of you, as our voice and representatives, to please aid us in this endeavor.

Respectfully,

Michelle Schelgel
Concerned Citizens and Residents of Folsom, California

Classification: **UNCLASSIFIED**

Caveats: NONE

1/30/2007

Comment #378

Tisthammer, Troy

From: Melanie Daniels [muyjeep@sbcglobal.net]
Sent: Monday, January 29, 2007 7:53 PM
To: soliver@mp.usbr.gov; rebecca.A.Victorine@usace.army.mil
Cc: Dave daniels; Melanie
Subject: Folsom Point

Dear government people,

My name is Emily and I am 7 years old. I live by Folsom Point in Folsom, CA.

Please do not close Folsom Point because I love driving mom's jeep there. I love having picnics there. If I can't go there for 5 years I might not have a lot of fun.

I am doing a report about it in Mrs. Thompson's 2nd grade class at Empire Oaks Elementary. Empire Oaks Elementary is really close to Folsom Point.

Sincerely,

Emily Daniels

P.S. Folsom Point was the first place that I went in the world when I was just a little baby.

1/30/2007

Porter, Stacy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Wednesday, January 31, 2007 5:15 PM
To: Shawn Oliver
Subject: Fwd: Folsom Point Closure

>>> "Veronica Thompson" <vkthompson@comcast.net> 01/31 1:04 PM >>>

I would like to express my opposition to the closure of Folsom Point for any length of time as a staging area for the construction of a new bridge.

I feel our community has suffered enough with the Dam Rd. closure and to now take away our only access to the Lake would be wrong. If Folsom Point is closed then those of us (on the east side Lake Natoma and the majority of Folsom residents) who enjoy the picnic grounds and launch access will suffer. Other launch access includes Brown's Ravine, which is already over crowded and many times is closed because there is no parking available or Granite Bay, which would mean traveling with trailers on Riley Street through "Old Town", an already overly-congested street to get out to Granite Bay.

I urge the Bureau of Reclamation to search for other areas which could be used. How about the old vista point parking area on Dam Rd. which is now closed to the public? Finding a site that is not being used by the public makes much more sense.

Thank you for your time,

Veronica Thompson, Folsom Resident

Porter, Stacy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Wednesday, January 31, 2007 5:16 PM
To: Shawn Oliver
Subject: Fwd: Folsom Point

>>> Kathi Hamburg <kathi_hamburg@ABS-ABS.com> 01/31 1:02 PM >>>

I have been a resident of Folsom for over 13 years. I believe our community has suffered enough. I am very much against the closure of Folsom Point. There are other options. Do not take anymore away from our community.

Kathi Hamburg

Comment #381

Porter, Stacy

From: Vickie Lee [vickieb@sbcglobal.net]
Sent: Wednesday, January 31, 2007 5:44 PM
To: mfinnegan@mp.usbr.gov
Subject: Please do not close Folsom Point

My family and I spend many hours during the summer together at Folsom Point. Please do not close as it will affect a huge community of people in the Folsom area.

Thanks

Vickie

Comment #382

Porter, Stacy

From: marty boyea [mjboyea1@comcast.net]
Sent: Wednesday, January 31, 2007 11:56 PM
To: mfinnegan@mp.usbr.gov
Subject: closure of Folsom Point

Please include me in the fight to not close Folsom Point. Thank You. Marty and Judy Boyea, 400 Kempton SQ, Folsom.

Comment #383

Porter, Stacy

From: afaracemanz@comcast.net
Sent: Wednesday, January 31, 2007 8:16 PM
To: themayor@folsom.ca.us; mfinnegan@mp.usbr.gov
Subject: Folsom Point closure

I am very disappointed to hear that there is talk about closing Folsom Point. This is the one boat launch, recreation area close for Folsom residents. If this area is closed we will be forced to drive to either Folsom Auburn Road (Seal Beach I believe it what it's called) or to Brown's Ravine in EDH.

There must be another area that can be used as a staging point for the new bridge. Please consider other options.

Thank you!

Annette Manz

2/9/2007

Comment #384

Porter, Stacy

From: Jean Peterson [onejeanius1@comcast.net]
Sent: Wednesday, January 31, 2007 7:56 PM
To: mfinnegan@mp.usbr.gov
Subject: Folsom Point Closure

Bureau of Reclamation,

I am opposed to the closure of Folsom Point during the construction of the new bridge south of the dam. I think the people of Folsom have been "punished" enough since the closure of the dam road! Please seek an alternative site that would not have such a big impact on recreation and businesses.

Thank-you,
Jean Peterson

2/9/2007

Comment #385

I am writing to both of you on this topic, as I was unable to attend a meeting at 6pm on the 10th at the Folsom Community Center, 52 Natomas Street. I received an email from one of my neighbors this morning. Unfortunately I was on the east coast for business meetings; otherwise I would have been able to attend.] I was a little taken aback however on the extremely short notice for this meeting.

Folsom Lake is an important asset for outdoor recreation enthusiasts and as such has a very big impact on home values and our economy. Closing access to its shorelines and boat ramps will be very detrimental to the people who those amenities and extremely harmful to the local home values in the region. Some of the local businesses, which depend on their proximity to Folsom Lake for their success, could very likely be forced out of business as well.

I myself just purchased a home in Briggs Ranch. It closed in May and I just moved in last July. I paid a premium, even though we were in a "down" market, for the specific purpose of having access to Folsom Point. There were several families at that point competing for homes in this area and it was a t a time when there were surplus homes that were, and still are, available in other areas for VERY attractive comparative prices. Now to think of losing this access for up to seven years is, to say it politely, very disappointing. Not only form an access to the lake point of view, but also from the perspective impact it will have on my investment. All of the sudden, Folsom becomes a bad investment. Is this truly the impact you wish to have on our community?

The impact will be enormous, not only to me but our community. In the light that there are other alternatives to consider, I hope you will give this further thought. I would suggest considering the sides of the now closed Dam road as well as the large parking area to vista/picnic area, also already closed to the public.

I find it interesting that the announced time of the meeting came out on the same day of its occurrence. I would obviously not be alone in being extremely disappointed to loose continued access to the lake and its shoreline before, during and after any construction takes place.

Comment #386

USBR-CCAO (FOLSOM) OFFICIAL FILE COPY RECEIVED JAN 22 2007		
CODE	ACTION	INITIALS & DATE
411		

Jan 22, 2007
 Mr. Shawn Oliver
 Bureau of Reclamation
 7794 Folsom Dam Road
 Folsom, CA 95630
 Fax 916-989-7208

RE: Comments on Folsom Dam Safety and Flood Damage Reduction EIS/EIR

Dear Mr. Oliver:

The proposed closure of Folsom Point recreation area during the 7 year construction of Folsom Dam improvements is not acceptable. Please comment on the following alternatives which were not included in the draft EIS/EIR:

- 1) Alternatives that allow Folsom Point to remain fully open by relocating staging and processing area to the west side of Dike 8 or further west to Dike 7.
- 2) If Folsom Point closure is unavoidable then restricting the closure time to the off season period of Oct 1-April 1.
- 3) If Folsom point closure is unavoidable then adopt congestion relief measures using Brown's Ravine or Hobie Cove.
- 4) If Folsom Point closure is unavoidable then relieve congestion by adding facilities at Beal's Point and only close Folsom Point after the new bridge is completed at the end of 2008.
- 5) Route the haul road at Folsom Point out of the public areas and use a flagman crossing or an underpass at the park entrance road to minimize disruption and the resulting congestion.

Regarding the economic modeling used in the EIS/EIR there appears to be a significant under estimate of the local economic impact. The reduction in sales of large ticket items (homes, land, boats, vehicles, water toys) should be considered.

Regarding the opportunity for public input it appears that local stakeholders were not notified of the project. In the future please copy me on the official notices. Also please post notices at the entrances to Folsom Lake State Recreation areas as well as noticing local user or neighborhood associations.

Respectfully,



Pamlea Langbehn
 Folsom Resident and boat owner

Classification	ENV-6.00
Project	CVP
Control No.	07004800
Folder I.D.	1025306



Comment #367

RE/MAX

Gold

Each Office Independently Owned and Operated

Taira Mulliken

Real Estate Consultant

2340 East Bidwell Street
Folsom, CA 95630
Cell: (916) 303-0334
Fax: (916) 933-1026
Email: taira.mulliken@norcalgold.com

USBR-CCAO (FOLSOM) OFFICIAL FILE COPY RECEIVED		
JAN 22 2007		
CODE	ACTION	INITIALS & DATE
411		

v of Reclamation,

Please do not close Folsom Point! Enough damage has been done to the citizens of this community, by the closing of the dam road! My life has been impacted in a very negative fashion by the dam road closure - my business - real estate - has been highly impacted in terms of property values decreasing, time, energy & money (gas)! If you also close the recreation area, we will all see a further decline in property values, beauty, enjoyment of the area & the facilities you do leave alone will see even further crowding & people not ->

Classification	ENV-6.005
Project	CVP
Control No.	07004804
Folder I.D.	1025306

getting alone on
the launch ramps
in particular!

I am very concerned -
hence this letter!

However, if there is
anything else I can
do to voice my opinion -
meetings I may be
able to attend, etc.,

please do not hesitate
to contact me.

Sincerely,

Taira Byrne
3350 Archetto Dr.
EDH, CA 95762

(916) 303-0339



JAN 30 2007		
011		

January 17, 2007

Bureau of Reclamation
 Mr. Shawn Oliver
 7749 Folsom Dam Road
 Folsom, CA. 95630

RE: Possible Closure of Folsom Point Recreation Area

Dear Mr. Oliver,

Please take a moment to review my concerns as well as many of my associates and Folsom neighbors regarding your consideration of closing Folsom Point Recreation Area.

I am a property owner as well as developer in Folsom. I own the Briggs Ranch Shopping Center at the corner of Natoma Street and Blue Ravine Road. The closure of Folsom Dam Road had serious negative impact for the owners of the businesses at the Briggs Ranch Shopping Center. Closing Folsom Point would close these businesses no doubt.

I and my partner Sid Dunmore Jr. own and are currently developing the 16 acres on the lakeside of Natoma Street that is adjacent to Folsom Point. We are developing this property to include 79 single family homes plus neighborhood amenities. We began this project approximately 4 years ago, have many Folsom residents on a long time waiting list to purchase a home. The ramifications of closing Folsom Point are too numerable to list in this letter.

Please carefully read, review and re-review all of the letters that you will be receiving from the residents of Folsom as well as the lovers of the recreation area at Folsom Point. The idea of closing this facility to the recreation lovers is heartbreaking. The thought of the lost revenue to the businesses that are already suffering due to the Dam Road closure is incomprehensible.

Sincerely,

Thomas E. Martin



Folsom Chamber of Commerce
200 Wool St.
Folsom, CA 95630
www.folsomchamber.com
(916) 985-2698

RECEIVED
FOLSOM
CHAMBER OF COMMERCE
JAN 30 2007

CODE	ACTION	DATE

January 26, 2007

Bureau of Reclamation
Mr. Shawn Oliver
7794 Folsom Dam Road
Folsom, CA 95630
soliver@mp.usbr.gov

Re: **Folsom Chamber of Commerce Comments on the Folsom Dam Safety and Flood Damage Reduction Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR)**

Dear Mr. Oliver:

This letter presents the Folsom Chamber of Commerce's comments on the above-referenced EIS/EIR. In short, the Chamber fully supports the intended result of the proposed project, increased flood protection for the Sacramento Region. However, we feel that additional consideration should be given to avoiding and/or mitigating the economic damage of restricting recreation at the Folsom Lake State Recreation Area, especially Folsom Point.

Summary

The situation is partially encapsulated in the Executive Summary (page 21) accompanying the EIS/EIR: "The establishment of staging areas and borrow sites within existing recreational use areas coupled with construction work at Folsom facilities and haul truck traffic would have significant and unavoidable adverse impacts to recreation at Folsom State Parks, the entity managing the recreational aspects of Folsom, would be impacted by losing all public access at the Folsom Point recreation area, and portions of Beal's Point and Granite Bay recreation facilities. This would result in a significant loss of recreation revenue to the State."

Comments

Not included in this statement is the sales and sales tax revenue lost by communities bordering the lake by having an estimated 816,000 fewer visitors pass through those communities on their way to and from the lake. The EIR/EIS estimates these fewer visitors equal an economic loss of \$50,000,000 to our area. Unfortunately, this analysis only considers the loss of "picnic" type use. It does not analyze the loss of "big ticket" type items, i.e. residential lots and homes, recreational vehicles, boats, water sports vehicles and toys, and tow vehicles, etc. We feel the true economic impacts to this area could be \$250 – \$500,000,000.

Page Two
Folsom Chamber of Commerce
January 26, 2007

To ameliorate this situation we ask that alternatives to those activities proscribed in the EIR/EIS be used in order that construction not require Folsom Point be closed. Table 2-10 (Summary of Folsom DR/FDR EIS/EIR Alternatives) lists for the preferred alternative, Alternative 3, the following for Folsom Point:

1. Material processing - Disposal site
2. Haul road construction

Material processing and Disposal Site

We suggest that construction, staging, and processing areas proposed for Folsom Point be located on either: presently unused, unimproved areas within Folsom Point; unused, unimproved area adjacent to MIAD; undeveloped vacant private property adjacent to Folsom Point and MIAD; or a combination of these alternative sites. After the need ceases for the processing and construction areas in or near Folsom Point, these sites should be converted to additional parking or picnic sites.

Haul road construction

We support the concept of using rock from the spillway construction at the MIAD and save bringing more rock from outside the work area through transport over city streets. We suggest a slight alteration of the haul road route from that contemplated along the shoreline to slightly inland through Folsom Point passing through a culvert under the present public right-of-way, so as to minimize disruption of recreational uses of the area.

Conclusion

There appears to be inexpensive engineering solutions to the Folsom Point closure that were not considered in the EIR/EIS. We ask that these solutions be given serious consideration and adopted so that our community will not suffer unnecessary economic dislocations.

Sincerely,



JOSEPH P. GAGLIARDI
CEO/President

cc: Corps of Engineers
Congresswoman Doris Matsui
Congressman Dan Lungren
Congressman John Doolittle
State Senator Dave Cox
State Assemblymen Alan Nakanishi, Roger Niello and Ted Gaines
Sacramento Supervisor Roberta MacGlashan

Page Two
Folsom Tourism Bureau
EIS/EIR Report
January 26, 2007

The Tourism Bureau has identified Folsom Point as one of its key assets in attracting visitors and events to the Folsom area. The accessibility and multi-use features of Folsom Point make it a very marketable attraction. Significant effort has been put forth in the recruiting of athletic and recreational events utilizing Folsom Lake that will produce overnight stays in Folsom hotels (the key factor in generating tourism revenue). The resources of Folsom Point are equally attractive to the leisure tourist and with the closure of Folsom Dam Road, the last boating access area to engage in water recreation within the city limits.

The closure of Folsom Point will require the end of all proposed and potential visitor and event activities that are outlined in the Folsom Tourism Bureau's strategic plans for the foreseeable future.

Over the last two years, the Folsom Tourism Bureau has implemented a \$190,000 print and electronic media promotional program. Establishing Folsom as a destination for recreational, cultural and event-based tourism has required significant budget, staff time and community resources. The proposed closure of Folsom Point is devastating to the tourism effort both due to its elimination of a key asset and the proposed duration of the closure. In short order, the very positive message that has been created around promoting Folsom will quickly transition to a sound bite: "Avoid Folsom at all Costs." Over a period of years, the message will become synonymous with the public's perception of this area and could be intractable. When the resources of Folsom Point are fully accessible at some future date, it will be very costly to re-educate the potential visitor.

We believe the EIR/EIS document does not adequately address the impact of closing Folsom Point in particular, the financial impact resulting from both the loss of visitors to the area and the fact that it severely undermines the marketing efforts of the Folsom Tourism Bureau.

Sincerely,


MARY ANN McALEA
Vice-President

Citizens of Folsom statement of position
On
Possible closure of Folsom Point (previously known as Dike 8)

As tax paying business people, citizens and home owners, we consider the choice of closing Folsom Point for the use as a staging area / construction site for the bureau of reclamation to do the necessary retrofits to the existing dam and to build the needed new spillway to be a significant threat to our livelihoods, health & quality of life. This threat is in the form of the bureau stated excessive pollution, traffic, noise, that will result from the dynamiting and large equipment movement. We are very concerned that there will also be structural damage to existing homes, pools, buildings from as well as significant drop in the value of our homes as a result of this proposal.

This impact can and should be avoided by the use of the look out point located just south of the dam itself on the dam road that has already been closed to all Folsom traffic, which in itself caused a drastic reduction in area business revenues as well as an enormous traffic issues. We have already taken a large hit with the closure of the dam road, and we feel that the bureau can use that area with far less destruction and disturbance to our lives.

In addition, this proposed 6-7 year closure, with all of its hazardous issues, was not publicized near well enough for us to respond.

Comment #392



CITY OF FOLSOM
DISTINCTIVE BY NATURE

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Via Facsimile (916-989-7208, 916-557-7856, 916-574-0331) and Regular U.S. Mail

January 25, 2007

Mr. Shawn Oliver
Bureau of Reclamation
7794 Folsom Dam Road
Folsom, CA 95630

Ms. Becky Victorine
U.S. Army Corps of Engineers
1325 J Street
Sacramento, CA 95814

Ms. Annalena Bronson
Reclamation Board/Department of Water Resources
3310 El Camino Ave., Rm 140
Sacramento, CA 95821

Subject: City of Folsom Comments on the Folsom Dam Safety and Flood Damage Reduction Draft Environmental Impact Statement/Environmental Impact Report

Dear Mr. Oliver, Ms. Victorine, and Ms. Bronson:

The City of Folsom (City) is providing this written response to the Folsom Dam Safety and Flood Damage Reduction Draft Environmental Impact Statement/Environmental Impact Report (DEIS/EIR). The City understands the proposed project includes the construction of a gated auxiliary spillway and also, may include improvements and enhancements to the associated dams, dikes, and embankments around Folsom Lake. The purpose of the project is to improve the safety of Folsom Dam as well as reduce the risk of damage to the dam and these other flood-control facilities due to overtopping, seismic events, and seepage. In addition, this project will also improve the temporary storage capacity of the reservoir for flood control. The City fully recognizes the

Classification	ENV-6.00
Project	CVP
Control No.	07006374
Folder I.D.	1025306

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FOLSOM, CALIFORNIA 95630
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Comment #392

importance of this project and supports the goals of improved dam safety and flood damage reduction at Folsom Lake.

However, after reviewing the DEIS/EIR, the City is concerned with the potential of significant negative impacts on Folsom due to the project. The DEIS/EIR examined five action alternatives and identified Alternative 3 as the "preferred alternative." This alternative considers the closure of Folsom Point for six years. Under both CEQA and NEPA, the lead agencies have a legal obligation to identify and analyze the significant environmental impacts of the project and to identify and impose mitigation measures to lessen those impacts to a less than significant level. (See Cal. Pub. Res. Code §§ 21081; CEQA Guidelines 15092; 40 C.F.R. 1502.14, 1502.16). In fact, CEQA precludes the approval or carrying out of a project that would result in significant effects on the environment unless mitigation measures are imposed to reduce the impacts to less than significant, or unless, after through study of potential mitigation measures, the approving agency determines the significant impacts are unavoidable and adopts a statement of overriding consideration, or determines that the mitigation measures are feasible, but outside the jurisdiction of the approving agency. (See Cal. Pub. Res. Code §§ 21081; see also 40 C.F.R. 1502.16 [federal lead agency must identify significant impacts that cannot be avoided through mitigation measures]). The City has concluded that the mitigation measures described in the DEIS/EIR do not adequately address the significant impacts of the project to this community; that further study and imposition of additional mitigation measures is necessary; and, the scope of the project will have significant impacts on a variety of resources that are critical and of vital importance to the City. These comments are based on input from City staff and departments within their respective areas of expertise.

The City's concerns center around seven major potential environmental impacts. These are: Water Supply, Aquatic Resources, Terrestrial Vegetation and Wildlife, Visual Resources, Transportation and Circulation, Noise, and Recreation Resources. Provided below, organized under each of these potential impacts, are brief narratives and comments including, in certain circumstances, recommended additional mitigation measures. The City respectfully requests that these comments be addressed and included in the final environmental document; and, that further mitigation measures be imposed to mitigate the significant impacts described below.

Section 3.2 Water Supply

Issue: Folsom Lake is the sole water source for the majority of the City. This water is conveyed to Folsom via the 42-inch above-ground Natomas raw water pipeline. (According to the DEIS/EIR, the California Department of Corrections, the U.S. Corps of Engineers' (USCOE) Resident Office fire protection system, and San Juan Water District (SJWD) also receive their respective water supply from this same pipeline.) The proposed auxiliary spillway crosses a portion of the Natomas pipeline requiring replacement of about 300 feet of the pipeline. The DEIS/EIR indicates this portion would be replaced by an above-ground pipeline, construction of which would result in temporary interruptions of water delivery to the City and SJWD. As

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described in the DEIS/EIR, the interruptions would be for less than one working day. Disruption of service from this pipeline to the City for any extended period of time would jeopardize the City's ability to provide water service to its customers. Temporary planned water outages can only be achieved during low water demand months (January and February). When outages are performed, an alternative supply or bypass system is required.

Section 3.2 of the DEIS/EIR does not provide any information on the exact location of the portion of the pipeline that is to be replaced, nor does it discuss the issue of maintaining an ongoing supply of water to the City during construction of the new section of pipe. Additionally, it is not clear how the new replacement pipeline will "bridge" the auxiliary spillway. Also, there is no mention in the DEIS/EIR of a below-ground alternative for the pipeline. If located above the spillway, it is unclear regarding what measures will be taken to ensure that the pipeline will not be impacted by the spillway operation or other outside threats. Further detail is needed to explain how these issues will be addressed as well as an explanation of why a below-ground alternative for the pipeline alignment is not considered.

In addition to the impacts from this project, a portion of the Natoma raw water pipeline is being realigned and replaced to accommodate the new bridge. The DEIS/EIR does not provide any information on how changes to the pipeline included as part of the bridge project may affect the replacement of the section of the pipeline affected by Dam Safety and Flood Damage Reduction project. Further explanation of these impacts is needed.

In addition to the above comments, the City recommends that Mitigation Measure WS-1 be revised to include the following language: "Any plans for temporary, scheduled disruptions of water supplies associated with replacement of the Natomas raw water pipeline will be coordinated with the City. City concurrence is required for scheduling of any temporary disruptions in water supply deliveries."

Section 3.4 Aquatic Resources

The DEIS/EIR on pages ES-9 and 10 identified Folsom Point as a potential "borrow" site. While the scope of the "borrow" operations at this location is unclear, the City is concerned about how the borrowing would impact the use of Folsom Point and the potential impact to this area as a local fishing resource. Pages 3.4-15, 3.4-20, and 3.4-24 describe significant impacts to fisheries, particularly bass, due to deepening of the lake bottom near the shoreline. These areas are popular fishing spots; and, as the City understands it, efforts have been made in the past to improve the bass habitat at these locations. The impact of the "borrowing" operation on the fish habitat, particularly bass, adjacent to Folsom Point should be explained further. Additionally, mitigation measures should be imposed if found feasible.

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Section 3.5 Terrestrial Vegetation and Wildlife

Issue: The City specifically recognizes the biological value of wetlands, riparian habitat, and native oaks. Folsom Point, areas surrounding it, and the land all the way to the Mormon Island Auxiliary Dam (MIAD) have significant oak trees and considerable wildlife including birds and deer. Section 3.5.2.2. includes local policies and ordinances for biological resources as a criteria of significance; but, the DEIS/EIR does not specifically acknowledge the Folsom Municipal Code (FMC) Chapter 17.98 Wetland and Riparian Habitat Management and Chapter 12.16 Tree Preservation. The significance criteria includes: "conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance." Accordingly, the DEIS/EIR should evaluate the significance of impacts of oak tree loss and effects on riparian and wetland resources within the City (Chapters 12.16 and 17.98 respectively of the FMC). Both ordinances stress preservation of resources, and if impacted, rely on mitigation within the limits of the City (or, in the case of wetland or riparian habitat, it can be mitigated also within its Sphere of Influence).

The City recommends that Mitigation Measure BIO-10 be modified to include language requiring that the oak trees adjacent to active construction zones be protected and securely fenced and that qualified arborists be available throughout the construction period to ensure that all construction activities are conducted in a manner to minimize impacts to protected trees, including the trees' root zones.

The City is concerned about the impacts on wildlife in the area of this project, particularly with night operations, lights, and noise. The City believes additional mitigation measures should address these potentially significant impacts.

In addition, the City recommends that mitigation measures be included that requires coordination with the City Community Development Department to implement a mitigation plan for the loss of oak trees, wetlands and riparian habitat within the City consistent with Chapters 12.16 and 17.98 of the FMC.

Section 3.7 Visual Resources

Issue: The preferred Alternative 3 includes a potential 3.5-foot raise via a colored, concrete parapet wall. The City is concerned that a bare parapet wall might invite graffiti and related nuisances and could pose security concerns. The City suggests that a mitigation measure be included that either requires a funded graffiti abatement program in perpetuity, or the parapet wall be designed in such that it is screened from public view by an earthen berm.

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Section 3.9 Transportation and Circulation

Issue: The increased vehicle traffic generated by the project, particularly the volume of large trucks carrying heavy loads, will have potentially significant structural and operational impacts on City roads. Heavy moving loads increase the wear and tear on asphalt roadways and significantly reduce the useful life of such roads. These vehicles also take up more space on the roadway and accelerate/decelerate much slower than most vehicles, meaning that a single heavy truck can have the same effect on roadway level of service as several smaller vehicles. The city is also concerned that if Folsom Point remains open to the public, as is desired by the community, safety issues need to be more adequately addressed, particularly in those locations where public and project traffic intersect.

Section 3.9 of the DEIS/EIR indicates that the various project alternatives will increase Average Daily Traffic (ADT) on several city arterials by between 300 and 400 daily trips. Many of these trips will be heavy trucks carrying gravel and rock between the project site and nearby quarries. While the document concludes that the resulting Level of Service (LOS) impacts will be less than significant, it is unclear if the document takes into consideration the added impact that these moving, heavy loads have on the physical integrity of the roads or the operational impacts associated with large, slow-moving vehicles.

Tables 3.9-12 through 3.9-16 refer to route letter designations A through E in regard to daily workers' trips per construction year. No explanation is provided regarding the location of these routes and whether there are significant related impacts. Further detail is needed to clarify these issues.

Additionally, the ADTs cited in 3.9-86 through 3.9-93 are vastly inconsistent with the ADTs cited in Table 3.10-16 (Noise); this discrepancy should be clarified. The ADTs cited in Chapter 3.10 provide for up to 5,000 trips per day, but Chapter 3.9 does not indicate increases of more than 400 vehicles on any given road segment. It is also unclear if the vehicle trips associated with heavy trucks and daily workers on the project were treated as such in the LOS calculations; this should be explained in more detail.

Mitigation Measure T-1 is vague and should be more specific about the intersections to be studied, including which agency will be responsible for analysis and review, which agency will perform the recommended improvements and which agency will be responsible for funding those improvements. Currently, this mitigation measure lacks these important parameters and is, therefore, deficient.

The DEIS/EIR should provide more information on the volume of vehicular traffic that will be generated within the project site, particularly in areas where public access will be preserved. Based on this information, conclusions should be made on the potential traffic safety impacts to the public and possible mitigation measures. The

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location of the internal haul route is vague and should be clarified. Regardless, if this haul route crosses a public access road, appropriate traffic control measures should be incorporated as mitigation, whether in the form of physical grade separation or a temporary traffic signal. Given the different operational periods for construction activities and peak recreational activities, it is possible a temporary traffic signal that assigns right-of-way to construction traffic during the work week and functions in flashing yellow on weekends and holidays, may suffice; but, this requires more information and analysis.

Furthermore, the City recommends that the following mitigation measures be added to the DEIS/EIR:

1. Heavy truck traffic in excess of 5 tons Gross Vehicle Weight Rating (GVWR) is prohibited from using public roads that are not designated as a truck route unless it is the only route possible to reach the trip origin/destination; in that circumstance the driver must take the shortest distance from the nearest designated truck route.
2. The Bureau of Reclamation (BOR) should be responsible for preserving the integrity and safety of the public roads damaged by project-related traffic through:
 - Periodic emergency repairs and, if deemed necessary by the City, resurfacing of affected roadways upon project completion. Roadways shall be returned to the condition they were in prior to start of construction, including in-kind replacement of existing surface treatments, such as rubberized asphalt concrete (RAC) or open-grade asphalt concrete (OGAC).
 - Routine street sweeping following rock/gravel deliveries, taking necessary care to ensure that both vehicular and bicycle lanes are kept clear of rock and gravel. The street sweeping schedule shall be coordinated with and approved by the City.
3. In order to avoid exacerbating existing congestion issues, heavy trucks traveling to and from the project site should be prohibited from using the following road segments unless specifically authorized by the City:
 - Folsom Boulevard from US Highway 50 to Greenback Lane
 - Greenback Lane from the Folsom city limit to Folsom-Auburn Road
 - Folsom-Auburn Road from Greenback Lane to Folsom Dam Road
 - Iron Point Road from Folsom Boulevard to Empire Ranch Road
 - Blue Ravine Road from Folsom Boulevard to Oak Avenue Parkway
 - Empire Ranch Road from US Highway 50 to Sophia Parkway
4. If determined appropriate by the City, the lead agencies and/or their contractors shall pay a fee, to be determined and adopted by the City, to mitigate the impacts and damage to the City's roadways resulting from this project.

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Section 3.10 Noise

Issue: As acknowledged in the DEIS/EIR, construction noise may impact sensitive land uses within the City. Accordingly, standard noise mitigation measures are included in the document to reduce the noise impacts to a less than significant level.

In addition to the mitigation measures described in this section, the City recommends that affected residences and businesses receive 72-hour notification prior to scheduled blasting activity.

Blasting permits are processed through the City Police Department. Requests for a variance from the City's Noise Control Ordinance are processed through the Community Development Department.

Section 3.13 Recreation Resources

Issue: Folsom Point would be the main construction staging area along the reservoir's southern edge, including contractor work area, construction materials and equipment storage, borrow material storage, and a crushing and processing plant. In addition, an internal network of haul roads for the project is proposed to be developed with one portion of the haul route extending from the proposed auxiliary spillway through Folsom Point to MIAD and eventually to Brown's Ravine. All alternatives include a coffer dam in front of the Folsom Point boat launch effectively eliminating any boat launching at this location. According to the DEIS/EIR, these construction-related activities will result in the full closure of Folsom Point from fall 2007 through 2013. Due to this closure, public access to boat launching, picnic, and trail facilities will be curtailed. The number of lost visits at Folsom Point during this period is estimated to be 816,021. (To a lesser extent, construction-related activity will also impact public access to recreational facilities at Beals Point and Granite Bay. These impacts could indirectly affect Folsom.)

Without adequate mitigation, these actions could have direct and long-term devastating impacts on recreation resources supported and relied upon by the residents and businesses in Folsom. With the closure of the Dam Road four years ago, Folsom Point became the only public means of access to the Folsom Lake Recreation Area located within the City. Closure of the Dam Road caused significant negative impacts to the businesses and residents of Folsom. Closure of Folsom Point would further negatively impact these businesses and those residents which have come to rely on public access at this location.

Folsom Point is a highly used access point to Folsom Lake and, as previously mentioned, the only access point in Folsom. The City has a long history of promoting the use of the lake, and considers it a vital resource for community enjoyment and an important factor for tourism in Folsom. Folsom Point is used by thousands of visitors and residents to boat, jet ski, fish, hike, bike, picnic, and swim. The recent closure of the Ralph's Market at Blue Ravine Road and Natoma Street, just east of Folsom

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Point, has significantly impacted the remaining businesses in that center who are struggling to continue to operate. Loss of Folsom Point as a recreational destination will further harm these remaining businesses, as well as those located at the new Raley's Center across the street.

It is the City's view that Folsom Point must remain open year round and all recreation amenities must remain accessible for minimizing the adverse effects of the project. Absent Folsom Point remaining open for all uses year round, additional study must be done and alternatives created to provide the maximum access, particularly during peak season (May through September).

The DEIS/EIR does not address pedestrian/bicycle use at Beals Point and Granite Bay. The City feels the pedestrian/bicycle trails at these locations are a significant regional resource that must remain open or alternative routes offered at all times.

The environmental document also does not address maintenance of the water level during the construction activity timeframe. The City further believes it is very important to maintain the highest possible water levels at all times during this project for preserving the recreational aspects of Folsom Lake.

The DEIS/EIR describes, in general terms, development of a network of internal haul routes for construction purposes. While the approximate routes for these internal haul routes are depicted in Figure 2-15, the exact alignment, size, type, and configuration is unclear. As mentioned, previously, further explanation is needed that clarifies the final alignment for the proposed haul routes, as well as details any impacts these routes may have on existing wildlife and vegetation in the affected areas.

More specifically, staff understands that construction of one of the proposed haul roads would result in a delay of over 6 years in construction of a portion of the planned Class I pedestrian/bicycle trail along the north side of the new Dam Road located between the existing vista/observation point and Dike 7. This delay would be a significant impact, since it would eliminate use of the new Class I pedestrian/bicycle trail on the new bridge and Dam Road for the length of the Folsom Dam Safety and Flood Damage Reduction project. It is important that the Class I pedestrian/bicycle trail being constructed as part of the new bridge project be complete and functioning from Folsom/Auburn Road to East Natoma Street as earlier as possible. The DEIS/EIR needs to explain how the project will impact this proposed Class I pedestrian/bicycle trail and what means will be employed to ensure this Class I pedestrian/bicycle trail is functional once the new bridge is open.

There is no mention in Chapter 3.13 regarding construction of a coffer dam at Dike 8. As shown on Figures 2-1 through 2-5, this coffer dam is so situated that it closes the channel providing waterborne access to the boat ramp at Folsom Point. Use of a coffer dam at this location should be either eliminated, or if truly necessary, explained further.

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Mitigation Measure RC-3 should be revised to require that construction, staging, and processing areas proposed for Folsom Point be located to one or more of the following alternative sites: unused, unimproved area within Folsom Point, unused unimproved area adjacent to MIAD, undeveloped vacant private property adjacent to Folsom Point and MIAD, or a combination of any of the above alternative sites. Following the completion of the construction activity, proposed material processing and construction staging areas at or around Folsom Point should be converted into additional parking and picnic sites.

In addition, the DEIS/EIR also should explore alternative locations for construction-related activity at Beals Point to minimize disruptions for public access to recreational facilities. Design of truck haul routes at these locations to permit uninterrupted public access to recreational facilities needs to be explored further. The DEIS/EIR should also analyze conversion of the proposed material processing and construction staging areas at Beals Point into additional parking and picnic sites.

Mitigation Measure RC-7 also should be revised to require that construction work be limited during peak seasonal use of the recreational facilities at Folsom Point, Beals Point, and Granite Bay to weekdays and non-holidays to minimize disruption to recreational uses at these locations.

Section 3.13.4 of the DEIS/EIR identifies preliminary mitigation measures for impacts to recreation resources. The City recommends that the following additional mitigation measures be added to the DEIS/EIR:

1. Realign proposed truck haul route to south of Folsom Point so as to not impact the boat launching and picnic area facilities. Design the route through Folsom Point to eliminate conflicts between construction vehicular traffic and public vehicular access while also maintaining the protected oak trees at Folsom Point. One possible design alternative that should be considered is construction of a culvert east of the existing Ranger Station along a natural swale that construction truck traffic would use to move unimpeded through Folsom Point to and from the auxiliary spillway and MIAD. If this alternative should prove to be not feasible, install a temporary traffic signal within the Folsom Point area to facilitate continuous public access to recreational facilities during construction-related hauling activity.
2. To address any displaced demand at Folsom Point for boat launching, construct temporary additional boating facilities (i.e., launch ramp and parking) at or around Browns Ravine.
3. The alignment of proposed haul road between the auxiliary spillway and Browns Ravine shall be coordinated with State Parks and City to insure the alignment is consistent with the Class I pedestrian/bike trail planned along this route. Upon completion of the project, a Class I pedestrian/bike trail shall be constructed, per State Parks and City standards, in place of the haul road.

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4. Per the City Bikeway Master Plan, a Class I pedestrian/bike trail is planned on the surface of Dikes 7 and 8 and MIAD as part of the Folsom Lake Trail. Consistent with this plan, raising of the dikes and dam shall be designed to accommodate pedestrian and bicyclist use. No barriers shall put in place to eliminate pedestrian and bicycle access on the surface of the dikes and dam.
5. If a coffer dam is required at Dike 8, the DEIS/EIR should require widening and deepening of the channel to provide improved access to the dock and boat ramp at Folsom Point. Access via Folsom Point is imperative to preserve recreation resources in the City.

The City appreciates this opportunity to review and comment on the DEIS/EIR. The City is supportive of the purposes of the Dam Safety and Flood Damage Reduction project. In addition, the City is extremely appreciative of the BOR and the USCOE outreach efforts to the community during this comment process and willingness to meet and discuss possible solutions to the potential impacts associated with the project. These efforts, including the decision to extend the comment period to January 26, are indicative of the spirit of on-going, close cooperation and communication that exists between the City, BOR, and USCOE.

However, the City is concerned that this project and the preferred alternative identified in the DEIS/EIR will have significant and adverse environmental impacts on Folsom. To lessen these impacts, a more thorough analysis of mitigation measures needs to be undertaken and additional mitigation measures must be implemented to lessen the impacts.

Consistent with Public Resources Code section 21177, the City reserves the right to provide further written and oral comment on this matter at any time prior to the close of the public hearing on the project and before the issuance of any notice of determination. The City requests that you provide the City with notice of all such public hearings and meetings.

Thank you for your consideration of these matters.

Sincerely,



Kerry L. Miller
City Manager

c: Mayor and City Council
City Attorney
Public Works Director
Utilities Director
Assistant Director for Community Development
Director of Intergovernmental Affairs & Econ. Dev.

Comment #392

Public Information Officer
FEDCorp and FTB President
Congressman Dan Lungren
State Senator Dave Cox
State Assembly Member Roger Niello
Sacramento County Supervisor Roberta MacGlashan
Gregory L. Fuz, Director of Development Services, El Dorado County



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Jan 22, 2007
 Mr. Shawn Oliver
 Bureau of Reclamation 2005 Somersville Road Antioch, CA 94509
 7794 Folsom Dam Road Phone: (925) SKI-8800 Fax: (925) 754-8985
 Folsom, CA 95630
 Fax 916-989-7208

RE: Comments on Folsom Dam Safety and Flood Damage Reduction EIS/EIR

Dear Mr. Oliver:

The proposed closure of Folsom Point recreation area during the 7 year construction of Folsom Dam improvements is not acceptable. Please comment on the following alternatives which were not included in the draft EIS/EIR:

- 1) Alternatives that allow Folsom Point to remain fully open by relocating staging and processing area to the west side of Dike 8 or further west to Dike 7.
- 2) If Folsom Point closure is unavoidable then restricting the closure time to the off season period of Oct 1-April 1.
- 3) If Folsom point closure is unavoidable then adopt congestion relief measures using Brown's Ravine or Hobie Cove.
- 4) If Folsom Point closure is unavoidable then relieve congestion by adding facilities at Beal's Point and only close Folsom Point after the new bridge is completed at the end of 2008.
- 5) Route the haul road at Folsom Point out of the public areas and use a flagman crossing or an underpass at the park entrance road to minimize disruption and the resulting congestion.

Regarding the economic modeling used in the EIS/EIR there appears to be a significant under estimate of the local economic impact. The reduction in sales of large ticket items (homes, land, boats, vehicles, water toys) should be considered.

Regarding the opportunity for public input it appears that local stakeholders were not notified of the project. In the future please copy me on the official notices. Also please post notices at the entrances to Folsom Lake State Recreation areas as well as noticing local user or neighborhood associations.

Respectfully,

Classification	ENV-6.00
Project	CVP
Control No.	07006373
Folder I.D.	10 25304

Comment #394

DEVELOPMENT SERVICES DEPARTMENT

County of
EL DORADO

<http://www.co.el-dorado.ca.us/devservices>

PLANNING
SERVICES



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E COURT
CA. 95667

Fax
8:00 AM to 4:00 PM
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January 25, 2007

Via Facsimile (916-989-7208, 916-557-7856, 916-574-0331) and Regular U.S. Mail

January 25, 2007

Mr. Shawn Oliver
Bureau of Reclamation
7794 Folsom Dam Road
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Ms. Becky Victorine
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Ms. Annalena Bronson
Reclamation Board/Department of Water Resources
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Subject: County of El Dorado Comments on the Folsom Dam Safety and Flood Damage Reduction Draft Environmental Impact Statement/Environmental Impact Report

Dear Mr. Oliver, Ms. Victorine, and Ms. Bronson:

El Dorado County has reviewed the extensive comments prepared by the City of Folsom regarding the above referenced project. We understand the concerns they have and believe that impacts to traffic and more importantly, loss of recreational facilities will also impact the citizens of El Dorado County.

We support the proposed changes requested by the City of Folsom as well as the additional mitigation measures and request that they are reflected in the final EIR/EIS.

Thank you for the opportunity to provide comments.

Gregory L. Fuz, Director
Development Services

cc: Laura Gill, County Administrative Officer
County Supervisors
Louis Green, County Counsel

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January 19, 2007

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Mr. Shawn Oliver
 Bureau of Reclamation
 7794 Folsom Dam Road
 Folsom, California 95630

Dear Mr. Oliver,

Subject: Draft Folsom Dam Safety and Flood Damage Reduction EIS/EIR

Board of Directors
Representing:

- County of Sacramento
- County of Yolo
- City of Citrus Heights
- City of Elk Grove
- City of Folsom
- City of Rancho Cordova
- City of Sacramento
- City of West Sacramento

The County Sanitation District 1 (CSD-1) and Sacramento Regional County Sanitation District (SRCS D) have reviewed the pertinent sections of the subject document and have the following comments.

Alternatives in the EIS/EIR that release large amounts of water into the American River may have significant damaging impacts on SRCS D facilities that cross under the river. A report, prepared August 13, 2002 by Ayres Associates, assessed the scouring of the American River for the Arden Sewer Force Main crossing under the lower American River. The primary purpose of the assessment was to estimate the vertical scour potential at the Arden Force Main crossing under the bed of the Lower American River near River Mile 7.3. Standard methodology for estimating scour published by the Federal Highway Administration in Hydraulic Engineering Circulars numbers 18, 20, and 23 were used. The total scour depth was estimated for two flood events for peak discharges of 115,000 and 160,000 cubic feet per second (cfs). 115,000 cfs was used because it's the maximum capable outflow of Folsom Dam, and 160,000 cfs was used because it's the discharge at or near the point where levees are expected to breach. The total potential for scour that was estimated at the force main crossing is 31 ft below the existing channel bed for the 115,000 cfs event, and 36ft for the 160,000 cfs event.

- Mary K. Snyder
District Engineer
- Stan R. Dean
Plant Manager
- Wendell H. Kido
District Manager
- Marcia Maurer
Chief Financial Officer

Currently SRCS D operates a parallel force main and triple siphon under-crossing. The Arden Force Main crossings are parallel 60-inch sewer force mains within twin 72-inch casings that convey as much as 100 million gallons of wastewater per day (MGD). The depth of the Arden Force Main ranges from 30 to 40 feet beneath the existing river bottom. The triple siphon under-crossing, known as the Northeast Interceptor Section 3, consists of triple 48-inch pipelines buried approximately 10 feet below the river bottom, constructed with 2 feet of rip-rap (large rocks) protection above the pipeline. The Northeast Section 3 Interceptor conveys as much as 75 MGD.

Based on the potential of scour for 115,000 cfs and 100,000 cfs flood events, alternatives that affect the aforementioned river under-crossings' ability to convey wastewater could have serious human health and environmental impacts. If you have any questions regarding these comments please contact me at (916) 875-7123.

Sincerely,

Michael Meyer
 Senior Engineer
 CSD-1/SRCS D
 Policy and Planning

Classification	ENV-6.00
Project	CVP
Control No.	07005658
Folder I.D.	1025306

cc: Mary Snyder, Wendell Kido, Stan Dean, Ruben Robles, Neal Allen, Steve Norris

Technology in balance with nature



USBR, DCAD (FOLSOM) OFFICIAL FILE COPY RECEIVED		
JAN 23 2007		
DATE	ACTION	INITIALS & DATE
4/11		

Jan 22, 2007

Mr. Shawn Oliver
Bureau of Reclamation
7794 Folsom Dam Road
Folsom, CA 95630
Fax 916-989-7208

RE: Comments on Folsom Dam Safety and Flood Damage Reduction EIS/EIR

Dear Mr. Oliver:

The proposed closure of Folsom Point recreation area during the 7 year construction of Folsom Dam improvements is not acceptable. Please comment on the following alternatives which were not included in the draft EIS/EIR:

- 1) Alternatives that allow Folsom Point to remain fully open by relocating staging and processing area to the west side of Dyke 8 or further west to Dyke 7.
- 2) If Folsom Point closure is unavoidable then restricting the closure time to the off season period of Oct 1-April 1.
- 3) If Folsom point closure is unavoidable then adopt congestion relief measures using Brown's Ravine or Hobie Cove.
- 4) If Folsom Point closure is unavoidable then relieve congestion by adding facilities at Beal's Point and only close Folsom Point after the new bridge is completed at the end of 2008.
- 5) Route the haul road at Folsom Point out of the public areas and use a flagman crossing or an underpass at the park entrance road to minimize disruption and the resulting congestion.

Regarding the economic modeling used in the EIS/EIR there appears to be a significant under estimate of the local economic impact. The reduction in sales of large ticket items (homes, land, boats, vehicles, water toys) should be considered.

Regarding the opportunity for public input it appears that local stakeholders were not notified of the project. In the future please copy me on the official notices. Also please post notices at the entrances to Folsom Lake State Recreation areas as well as noticing local user or neighborhood associations.

Respectfully,

West Coast Correct Craft, Inc.

Robert W. Bense
Vice President/General Manager

Classification	ENV-600
Project	CVP
Control No.	07005171
Folder I.D.	1025306

Comment #397



1545 River Park Drive, Suite 450
Sacramento, CA 95815
P 916.669.4500
F 916.669.4599

Facsimile Cover Sheet

Date: January 23, 2007

Pages including cover: 6

To:

Company:

Shawn Oliver

Fax: 916.989.7208

Phone:

Re: Comments on Folsom Dam Safety and Flood Damage Reduction EIS/EIR

CC:

From: John P. Fondale, SIOR

Phone: 916-669-4512

Fax: 916-669-4599

- Urgent
- For Review
- Please Reply
- Please Sign and Fax Back
- Original to Follow via Email
- No Copy to Follow

*Please call the direct line of the person sending this transmittal with any questions or concerns.
Please deliver immediately. Thank you.*

Comments:

Shawn, enclosed please find my letter regarding the Folsom Dam for your review and consideration.

Thank you. John Fondale

Our company does not send junk faxes or unsolicited advertisements. Federal law, however, requires the sender of an advertising fax to notify the recipient of the right to opt out of future unsolicited advertisement faxes. You may send us your opt-out request, along with the fax number to which your request relates, by telephone at [916-669-4500] or by fax at [916-669-4599]. A failure to comply with an opt-out request within 30 days is unlawful."

The information contained in this facsimile message may be privileged and confidential and is intended only for the use of the individual entity named above. If the reader of this message is not the intended recipient, or an employee or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by telephone and return the original message to the above address via the U.S. Postal Service. Thank you.

TRI Commercial Real Estate Services, Inc.

CORFAC
International

Comment #397

1545 River Park Drive
Suite 450
Sacramento, CA 95815

Tel ~ 916 669 4512
Fax ~ 916 669 4544



USBR CCAO (FOLSOM) OFFICIAL FILE COPY RECEIVED		
JAN 23 2007		
CODE	ACTION	INITIALS & DATE
411		

January 22, 2007

Mr. Shawn Oliver
Bureau of Reclamation
7794 Folsom Dam Road
Folsom, CA 95630
Fax 916-989-7208

RE: Comments on Folsom Dam Safety and Flood Damage Reduction EIS/EIR

Dear Mr. Oliver:

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- 4) If Folsom Point closure is unavoidable then relieve congestion by adding facilities at Beal's Point and only close Folsom Point after the new bridge is completed at the end of 2008.
- 5) Route the haul road at Folsom Point out of the public areas and use a flagman crossing or an underpass at the park entrance road to minimize disruption and the resulting congestion.

Classification ENV-6.0b
 Project CVP
 Control No. 07005170
 Folder I.D. 1025306

Regarding the economic modeling used in the EIS/EIR there appears to be a significant under estimate of the local economic impact. The reduction in sales of large ticket items (homes, land, boats, vehicles, water toys) should be considered.

Regarding the opportunity for public input it appears that local stakeholders were not notified of the project. In the future please copy me on the official notices. Also please

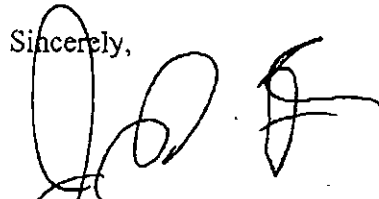


Comment #397

Mr. Shawn Oliver
Bureau of Reclamation
January 22, 2007
Page Two

post notices at the entrances to Folsom Lake State Recreation areas, as well as noticing local user or neighborhood associations.

Sincerely,



John P. Fondale, SIOR
Senior Vice President
**TRI COMMERCIAL REAL ESTATE SERVICES, INC. 916
916.669.4512**

JPF:nf

UserFiles\Fondale\Emails\2007\0122\BureauofReclamationRegardingFolsomDam



Comment #398
Prudential

January 18, 2007

Shawn Oliver
U. S. Bureau of Reclamation
7719 Folsom Dam Road
Folsom, CA 95630

USBR-CCAO (FOLSOM) OFFICIAL FIVE COPY RECEIVED		
JAN 22 2007		
CODE	ACTION	INITIALS & DATE
411		

Prudential California Realty
785 Orchard Drive, Suite 110
Folsom, CA 95630
Tel. (916) 984-4000 Fax: (916) 984-4001
www.PruRealty.com

Shawn,

I am a lifelong resident of Folsom, and I want to voice my disapproval of the proposal to close Folsom Point. Closure of the Dam Road has placed an unfair burden on Folsom already, but to compound it by the closing Folsom Point and depriving us of our only access to Folsom Lake seems unconscionable. After all, it is FOLSOM LAKE (but you can't get there from Folsom?).

Placer and El Dorado counties refuse to share in any of the expense of providing security to open the Dam Road, but it is their traffic that is choking our town. Why not use land around Beals Point or the open land in front of Mormon Island? Our businesses can not afford, and don't deserve to shoulder this additional burden.

I am a Broker Associate with Prudential California Realty, and I worry about the affect on our home values, as well. We already face the bleak prospect of Intel doing a major lay off this year, and between the two forces, the financial impact on our town could be quite significant.

Respectfully,

Rich Rumsey
916 955-1700
RichRumsey@yahoo.com

Rich Rumsey
Broker Associate



Prudential
California Realty

785 Orchard Drive, Suite 110
Folsom, CA 95630
Direct 916-955-1700 Fax 916-244-2610
Email RichRumsey@yahoo.com



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Classification	ENV-6.00
Project	CVP
Control No.	07004807
Folder I.D.	1025306

Comment #399

USBR-CCAO (FOLSOM) OFFICIAL FILE COPY RECEIVED		
JAN 22 2007		
CODE	ACTION	INITIALS & DATE
211		

Jan 22, 2007
 Mr. Shawn Oliver
 Bureau of Reclamation
 7794 Folsom Dam Road
 Folsom, CA 95630
 Fax 916-989-7208

RE: Comments on Folsom Dam Safety and Flood Damage Reduction EIS/EIR

Dear Mr. Oliver:

The proposed closure of Folsom Point recreation area during the 7 year construction of Folsom Dam improvements is not acceptable. Please comment on the following alternatives which were not included in the draft EIS/EIR:

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- 5) Route the haul road at Folsom Point out of the public areas and use a flagman crossing or an underpass at the park entrance road to minimize disruption and the resulting congestion.

Regarding the economic modeling used in the EIS/EIR there appears to be a significant under estimate of the local economic impact. The reduction in sales of large ticket items (homes, land, boats, vehicles, water toys) should be considered.

Regarding the opportunity for public input it appears that local stakeholders were not notified of the project. In the future please copy me on the official notices. Also please post notices at the entrances to Folsom Lake State Recreation areas as well as noticing local user or neighborhood associations.

Respectfully,



Brian Roth

Classification	ENV-6.00
Project	CVP
Control No.	07004801
Folder I.D.	1025306



El Dorado County Water Agency

Helen K. Baumann <i>Board of Supervisors</i>	Bob Diekon <i>Georgetown Divide P.U.D.</i>	Norma Santiago <i>Board of Supervisors</i>	James R. "Jack" Sweeney <i>Board of Supervisors</i>	Duane Wallace <i>South Tahoe P.U.D.</i>	William T. Hetland, P.E. <i>General Manager</i>
---	---	---	--	--	--

January 8, 2007

DELIVERED BY REGULAR MAIL

Mr. Shawn Oliver
 NEPA Specialist/Project Manager
 U.S. Bureau of Reclamation - CCAO
 7794 Folsom Dam Road
 Folsom, California 95630

USBR-CCAO (FOLSOM) OFFICIAL FILE COPY RECEIVED JAN 22 2007		
CODE	ACTION	INITIALS & DATE
411		

Subject: Folsom Dam Safety/Flood Damage Reduction (DS/FDR) Draft EIS/EIR Classification: ENV-6.00

Dear Mr. Shawn Oliver:

Project	CVP
Control No.	07004806
Folder I.D.	1025306

Thank you for the opportunity to comment on this Draft EIS/EIR. We acknowledge that the Folsom Joint Federal Project (JFP) is being developed to coordinate the efforts of both the U.S. Bureau of Reclamation (USBR) and the U.S. Army Corps of Engineers (Corps) for the long-term viability and safety of Folsom Dam and associated flood damage reduction benefits.

As we understand it, current flood control operations for Folsom Dam and Reservoir (including regulating criteria) are set out in the Corps' *Folsom Dam and Lake, American River, California Water Control Manual* (1987). In 1996, the Interim Flood Control Plan Diagram for Folsom Reservoir (a.k.a. Interim Flood Operations) was developed cooperatively between the USBR and the Sacramento Area Flood Control Agency (SAFCA). A significant component of the Interim Flood Operations was the variable 400,000 to 670,000 acre-feet empty space storage requirements for Folsom Reservoir which changed the then authorized storage space which was fixed at 400,000 acre-feet. As a 5-year Interim Agreement, this was intended to increase the available flood storage space in Folsom Reservoir to a maximum of 670,000 acre-feet depending on upstream storage conditions providing ostensibly, greater flood storage relief during times of high runoff or reservoir inflow. Upon expiration in 2000, this Interim Agreement was extended for 2-years. From 2002 to 2004, however, no agreement was in place.

In 2004, a new agreement was negotiated between the USBR and SAFCA to continue with the 400,000-670,000 acre-feet variable flood storage operation unless and until such time as the Corps implemented a new water control manual and associated new flood control diagram.

Under this current agreement, the operational criteria (e.g., 400,000-670,000 acre-feet variable flood storage) will expire in 2018. Our current understanding is that, as part of this joint effort, the Corps will be developing an Updated Flood Management Plan and Flood Control Manual (e.g., a new flood control diagram).

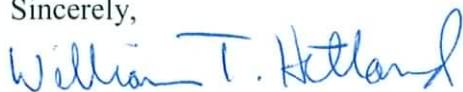
Regarding the interests of the El Dorado County Water Agency, Folsom Reservoir represents a key water supply source for a significant portion of the western slopes of El Dorado County.

Accordingly, the El Dorado County Water Agency as well as the El Dorado Irrigation District hold strong and continuing vested interests in the long-term management, operation, and viability of this federal facility. Any change in reservoir operations that may affect the storage upon which the western slopes of El Dorado County depend is of significant interest to us. With a variety of water entitlements that depend on water year type and, therefore, indirectly on year-to-year reservoir carryover, any change in operational releases (vis-à-vis a new flood control diagram) could affect the degree with which we would be able to obtain full deliveries under our federal contracts.

Consequently, as the Corps develops the Updated Flood Management Plan and Flood Control Manual, the El Dorado County Water Agency will be very interested in ensuring that the operational assumptions used to develop a new flood control diagram carefully consider the demands, seasonal timing, and infrastructure requirements (both current and future planned) associated with the water supply needs of El Dorado County Water Agency and El Dorado Irrigation District. As an example, any forecast-based operational feasibility studies that contemplate the release from storage of water earlier, in advance of incoming storms, must carefully consider the seasonal demand curve of El Dorado County purveyors, reservoir refill capabilities based on historical records, the sensitivity of the flood diagram *shoulder periods* (early spring and late fall), and the potential future changes in runoff hydrology from the American River basin resulting from long-term climatic variations.

We look forward to reviewing the Final EIS/EIR and appreciate the opportunity to comment on this document. Please feel free to call me if you seek clarification on any of our comments.

Sincerely,



William T. Hetland, P.E.

General Manager

El Dorado County Water Agency

Rs:rs

cc: Mr. James "Jack" Sweeney, Chairman, El Dorado County Water Agency
Mr. David Witter, Director, Environmental Compliance, El Dorado Irrigation District
Mr. Robert Shibatani, EDCWA Consultant

January 18, 2007

To all of our honorable representatives:

RE: "PROPOSED" CLOSURE OF FOLSOM POINT STATE PARK
(A.K.A. DYKE 8) by BUREAU OF RECLAMATION AND U. S. ARMY
CORPS OF ENGINEERS.

Please be advised that we, citizens of Folsom, CA, have been put on notice that a proposed closure of our park is scheduled for the fall of 2007. This proposal comes from the Bureau of Reclamation and the U. S. Army Corps of Engineers. It is our understanding that our beautiful park and recreation area will be used as a construction staging area for different work projects on the dam and Mormon Island Spillway by the Bureau and Army Corps of Engineers.

It is our belief that this closure will have deep and dramatic effects on families, businesses, tourism and the environment. The consequences are far reaching. This is a family community. We bring our children to the lake to walk, bike, swim, picnic, fish, boat and just enjoy nature. This scenario is repeated over and over again. Folsom Point is one of the reasons people buy homes in this area. This park is one of the jewels of Folsom. Bird Watchers frequent the park. I might point out that even though the Bald Eagle is no longer on the endangered species list, it is still protected by the "Bald and Gold Eagle Protection Act". It is my understanding that one of the afforded protections is not to disturb the nesting area or flight pattern area. This needs more investigation. We have not been given adequate time to investigate the impact that this proposal will have on our environment. We have other migratory birds that now nest there as well. This is a pathway for many other animals as well. Rattlesnakes also reside at Folsom Point.

The businesses in Folsom will definitely realize a financial impact. Our business owners look forward to the summer months when tourists and other lake traffic provide much needed revenue. Our businesses suffered with the closure of the Dam Road and now this may be the proverbial "straw" for financial loss. Business owners have expressed a great concern.

We do not oppose positive improvements on the dam. We request a staging area that will not hurt so many families, businesses, wildlife, and real estate values. In all truth we have not been given adequate time in which to address these issues. Our first notice was on January 9th, 2007. We were advised that 3,000 flyers were sent out. This is a city with a population of 63,000. The deadline given to us to discuss the closure is January 22, 2007. That was essentially "no notice." We need counsel as to our rights and the right of the wildlife who cannot speak for themselves.

We ask all of you, as our voice and representatives, to please aid us in this endeavor.

Respectfully,



Concerned Citizens and Residents of Folsom, California

THE BOARD (FOLSOM)
 PUBLIC FILE OFFICE
 RECEIVED

JAN 26 2007

DATE	ACTION	INITIALS & CP
1/17		

We use this point multiple times a week from May to August and a few times per month during the winter. Our children need a place to have family barbecues in the picnic area. We need a place to walk our dog on the leash. We need easy access to a boat ramp. Folsom Point is a place our community needs to gather and enjoy family time. We need not have easy access to Granite Bay and the El Prado Hills boat ramp cannot accommodate all of us. Please do not close Folsom Point.

January 18, 2007

To all of our honorable representatives:

RE: "PROPOSED" CLOSURE OF FOLSOM POINT STATE PARK
(A.K.A. DYKE 8) by BUREAU OF RECLAMATION AND U. S. ARMY
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Comment #403

/O=CDM/OU=CDMFED/CN=RECIPIENTS/CN=PORTERSM

From: RLESSONS@aol.com
Sent: Tuesday, February 06, 2007 12:40 PM
To: themayor@folsom.ca.us; corrprincess@ardennet.com; eking@ericking.org;
admindept.@folsom.ca.us; mfinnegan@mp.usbr.gov
Subject: Folsom Point closure

Hello,

You have *got* to be kidding!!! Now you are closing Folsom Point...one of the good things in town during the hot summers. First the city over builds so the roads are crowded. Then the Dam Road is closed, so it is not just crowded, but there is gridlock throughout the town. Now they want us to drive our boats across the already crowded bridge to Granite Bay. Don't even mention Brown's Ravine. That dock is crowded on a *good* day. In this day in age, with high tech engineering, are going to tell me that there is not another way? I have bought yearly passes 16 years. My parents have bought longer than that. I know that recreation is not the goal for the lake, however, there has to be revenue from all the passes sold. I have never had a problem paying for them because I felt it went to keeping our beautiful lake maintained. My mistake..it was never "our" lake. It is not controlled by me, or anyone who cares about me. You take away my access and it seems, tried to hide that fact I come home from vacation and it is the first I have heard about it. Unfortunately I was not home when the petitions were signed and they were picketing. Folsom is becoming a town that offers very little. I'm not surprised. Folsom citizens seem to always get the shaft.

Robin Clary
110 Haskins Court
Folsom
916-983-7245

2/7/2007

2

We do not oppose positive improvements on the dam. We request a staging area that will not hurt so many families, businesses, wildlife, and real estate values. In all truth we have not been given adequate time in which to address these issues. Our first notice was on January 9th. 2007. We were advised that 3,000 flyers were sent out. This is a city with a population of 63,000. The deadline given to us to discuss the closure is January 22, 2007. That was essentially "no notice." We need counsel as to our rights and the right of the wildlife who cannot speak for themselves.

JAN 26 2007

We ask all of you, as our voice and representatives, to please aid us in this endeavor.

Respectfully,

Paul & Connie Freese Connie Freese @ comcast.net

Concerned Citizens and Residents of Folsom, California

We have build 2 custom houses in Buggs Ranch over the last 16 years because we have loved the access & recreation that Folsom Pt. Has given us in the raising of our 4 Daughters. We go for daily walks there & have enjoyed years of Boating on the lake - We have invested close to if not a million dollars in the building of these homes & quite frankly would not want to live anywhere else in Folsom or Sacramento but here.

If this construction takes place for the period of time you project we will have no alternative but to move & take our family business and living elsewhere. I project that will be the path MANY will follow if this happens - Connie Freese 985-331514



USBR-CAO (FOLSOM) OFFICIAL FILE COPY RECEIVED JAN 25 2007		
CODE	ACTION	INITIALS & DATE
411		

Dear Shawn Oliver,

Would you be willing to help us here in Folsom with finding an alternate sight for staging and construction equipment for the retrofitting of Folsom Dam.

Folsom has already been negatively impacted by the closure of the Dam Road & the overlook parking & Access area.

Closing our only other real Access to the Lake would be only what we would call tragic for families who moved here knowing there was lake access for picnics, swimming, walks with kids, campfires, boating, viewing and watching sunsets and taking visitors to Folsom.

Please encourage the construction people and the engineers to find another staging sight or another way to use the alternatives that the Folsom City Council has proposed. They should flex a little and make it possible that they should not do such a drastic closure of our ~~one~~ one park & picnic & access area to our Folsom Lake.

yours,
Steve and Jan Volker
191 Willow Creek Dr.
2/1/20

Classification	ENV-6100
Project	CVF
Control No.	070000303
Folder I.D.	102530U



RECEIVED		
JAN 31 2007		
CODE	ACTION	INITIALS & DATE
411		

Larry Greene
AIR POLLUTION CONTROL OFFICER

January 26, 2007

Mr. Shawn Oliver
Bureau of Reclamation
7794 Folsom Dam Road
Folsom CA 95630

**SUBJECT: Folsom Dam Safety and Flood Damage Reduction Draft
Environmental Impact Study/Environmental Impact Report**
SMAQMD tracking number: sac200500806

Dear Mr. Oliver:

Thank you for sending the *Folsom Dam Safety and Flood Damage Reduction Draft Environmental Impact Study/Environmental Impact Report (DEIR)* to the Sacramento Metropolitan Air Quality Management District (District) for review and comment. District staff comments follow.

Section 3.3, page 7 of the DEIR contains Table 3.3-4 which summarizes General Conformity de minimis Thresholds. Please note that the thresholds listed in this table may change as a result of the United States Court of Appeals for the District of Columbia decision, December 22, 2006 in *South Coast Air Quality Management District v. Environmental Protection Agency* (Case number 04-1200).

Section 3.3 (Air Quality) page 10 of the DEIR states:

"If project construction NOx emissions exceed 85 lbs/day, then a standard set of construction mitigation measures must be incorporated into the Draft EIR and mitigation monitoring and reporting program (MMRP). The inclusion of these measures allows the applicant to assume a 20 percent reduction in NOx emissions from construction activities. If the mitigated NOx emissions still exceed 85 lbs/day, SMAQMD's policy is to charge a mitigation fee of \$14,300/ton of excess (greater than 85 lbs/day) NOx emissions."

Because this project is anticipated to generate significant emissions of criteria pollutants, it is likely that that District will need to devote significant staff resources for administration of the mitigation program. Consequently, the district recommends that this project utilize the updated fee calculation methodology scheduled to commence on February 15, 2007. The updated fee calculation methodology includes an administrative fee that will offset district expenditures related to this project. The updated fee calculator can be downloaded from the following internet site:
<http://www.airquality.org/ceqa/index.shtml#MitFees>.

As identified in section 3.3, page 26, the meteorological data used in the dispersion analysis is based on Lakes Environmental Webmet. Please note that SMAQMD has not reviewed the Lakes data for accuracy, and does not endorse it, or any other specific data, at this time. However, we recognize that Lakes data is commonly used as a source of meteorological data for environmental documents.

Section 3.3, page 35 of DEIR lists "AQ-5" (use of emulsified or aqueous diesel fuel) as a potential measure to mitigate NOx emissions resulting from the project. This mitigation measure is infeasible because this type of diesel fuel is not available in the Sacramento Area. The district recommends that this mitigation measure be omitted in the Final EIR/EIS.

Section 3.3, page 38, includes a discussion of particulate matter. The district recommends changing the discussion of the particulate matter modeling results to provide a more thorough disclosure of the project's impact. The district suggests using the following language: "The project's impact (with mitigation) on the 24-hour PM2.5 concentrations is up to 40% of the NAAQS. This impact contributes to existing violations of the NAAQS occurring in the area." This would replace the current language "~~the results indicate that the 24-hour PM2.5 NAAQS is exceeded, primarily because the existing background concentration already exceeds the standard.~~"

Appendix E in Volume II of the DEIR contains detailed tables of anticipated emissions of criteria pollutants from various types of construction equipment that will be used on the project site. The total amount of anticipated emissions is calculated using estimates based on the duration of equipment use, year of use, and emission factors from the District's 1994 CEQA guidance document. Since the release of the 1994 document, updated emission factors that better reflect actual emission rates from off-road vehicles during the period of active construction have become available. The District provided up to date emission factors to project staff, and the District recommends that the final EIR/EIS utilize these updated emission factors.

Please contact me at 916-874-2694 or jhurley@airquality.org if you have questions regarding district comments on this project.

Sincerely,



Joseph Hurley
Assistant Air Quality Planner/Analyst

cc Larry Robinson

SMAQMD

Comment #407



SACRAMENTO - FOLSOM



7343 Home Leisure Plaza, Sacramento, CA 95823

916/393-2628

FAX 916/393-2650

USBR-CCAO (FOLSOM) OFFICIAL FILE COPY RECEIVED		
JAN 19 2007		
CODE	ACTION	INITIALS & DATE
411		

Jan 19, 2007
 Mr. Shawn Oliver
 Bureau of Reclamation
 7794 Folsom Dam Road
 Folsom, CA 95630
 Fax 916-989-7208

CC: Rebecca Victorine, Army Corp 557-7856

RE: Summary of Comments on Folsom Dam Safety and Flood Reduction EIS/EIR

Dear Mr. Oliver:

Attached are 4 letters of comments I have on the Folsom Dam Safety and Flood Reduction Draft EIS/EIR. I divided the comments into four letters by subject (Congestion, Economic Modeling, Staging and Notices) to assist in your distribution to the appropriate responsible individuals. I have not fully considered all issues but felt it was most important to get comments in before Monday's deadline. I may submit additional comments at a later time.

I sincerely appreciate the hard work that your organizations have invested in this project, the cost savings you have achieved and the rapid speed in which the project has been assembled. I thank you for the time you have spent in the last week and a half discussing the project with myself and the community.

There is just this one little issue ... the closure of Folsom Point. Thank you again for your time and dedication.

Respectfully,

Christopher Hodges
 Vice President
 Brothers Boats - Sacramento

NOTICE: IF YOU DETACH
 ENCLOSURE PLEASE INSERT
 CODE NO. _____
 INITIAL _____
 DATE _____

Classification	ENV-6.00
Project	CVP
Control No.	07004299
Folder I.D.	1025306

Comment #407

Brothers

SACRAMENTO - FOLSOM



7343 Home Leisure Plaza, Sacramento, CA 95823

916/393-2628

FAX 916/393-2650

Jan 19, 2007
Mr. Shawn Oliver
Bureau of Reclamation
7794 Folsom Dam Road
Folsom, CA 95630
Fax 916-989-7208
CC: Rebecca Victorine, Army Corp, fax 916-557-7856

RE: Comments on Folsom Dam Safety and Flood Reduction EIS/EIR - Staging

Dear Mr. Oliver:

The following are comments on the Folsom Dam Safety and Flood Reduction Draft EIS/EIR regarding construction staging on the east side of Folsom Lake. No alternatives were considered that avoided major impacts to Folsom Point public access. I would appreciate responses to the following suggestions on maintaining Folsom Point public access:

- 1) Relocating the staging area to the west side of Dike 8
- 2) Relocating the staging area to the east of Dike 7 (lake side).
- 3) Relocating the staging area to the west of Dike 7.
- 4) Relocating the staging area to south of Folsom Point or south of MIAD with a haul road that allows continued public access to Folsom Point.
- 5) Relocating the staging area to the northeast of MAID with a haul road described in suggestion 4.

Respectfully,

Christopher Hodges
Vice President
Brothers Boats - Sacramento

Comment #407



7343 Home Leisure Plaza, Sacramento, CA 95823

916/393-2628

FAX 916/393-2650

Jan 19, 2007
Mr. Shawn Oliver
Bureau of Reclamation
7794 Folsom Dam Road
Folsom, CA 95630
Fax 916-989-7208
CC: Rebecca Victorine, Army Corp, fax 916-557-7856

RE: Comments on Folsom Dam Safety and Flood Reduction EIS/EIR - Congestion

Dear Mr. Oliver:

The following are suggested alternatives for the Folsom Dam Safety and Flood Reduction Draft EIS/EIR regarding congestion issues:

- 1) Maintain full public access to Folsom Point by relocating the staging and processing areas to the west side of Dike 8 or further west to Dike 7.
- 2) If Folsom Point closure is unavoidable then the closure time should be restricted to the off season period of Oct 1-April 1.
- 3) If Folsom Point closure is unavoidable then adopt congestion relief measures that utilize Brown's Ravine or Hobie Cove.
- 4) If Folsom Point closure is unavoidable then relieve congestion by adding facilities at Beal's Point and only close Folsom Point after the new bridge is completed at the end of 2008.
- 5) Route the haul road at Folsom Point out of the public areas and use a flagman crossing or an underpass to cross the park entrance road to minimize loss of use at Folsom Point and the resulting congestion around Folsom Lake.
- 6) Relocate public facilities to the area northeast of MAID but south of Brown's Ravine.

Respectfully,

Christopher Hodges
Vice President
Brothers Boats - Sacramento

Comment #407

**Brothers**

SACRAMENTO - FOLSOM



7343 Home Leisure Plaza, Sacramento, CA 95823

916/393-2628

FAX 916/393-2650

Jan 19, 2007
Mr. Shawn Oliver
Bureau of Reclamation
7794 Folsom Dam Road
Folsom, CA 95630
Fax 916-989-7208
CC: Rebecca Victorine, Army Corp, fax 916-557-7856

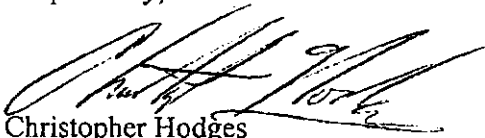
RE: Comments on Folsom Dam Safety and Flood Reduction EIS/EIR - Notices

Dear Mr. Oliver:

The following are comments on the Folsom Dam Safety and Flood Reduction Draft EIS/EIR regarding notices given and future notices:

- 1) The comment period should be extended for at least 30 days.
- 2) Public notice was not adequate regarding possible closure of Folsom Point. Our business received no direct notice. No *notices describing the potential closure* were published in local papers or covered in press releases.
- 3) No notice of possible closure was posted at Folsom Point until an ad-hoc flier appeared early this week.
- 4) In the future, I would like to receive notices directly.
- 5) Local community and user associations should receive notices directly.
- 6) Neighboring property owners and neighborhood associations within proximity to the affected areas (1000 feet?) should receive direct notification.
- 7) As the project moves forward please involve our organization before setting times during which access to Folsom Lake may be restricted.

Respectfully,



Christopher Hodges
Vice President
Brothers Boats - Sacramento

Comment #407

Brothers

SACRAMENTO - FOLSOM



7343 Home Leisure Plaza, Sacramento, CA 95823

916/393-2628

FAX 916/393-2650

Jan 19, 2007
Mr. Shawn Oliver
Bureau of Reclamation
7794 Folsom Dam Road
Folsom, CA 95630
Fax 916-989-7208
CC: Rebecca Victorine, Army Corp, fax 916-557-7856

RE: Comments on Folsom Dam Safety and Flood Reduction EIS/EIR – Economic Model

Dear Mr. Oliver:

The following are comments on the Folsom Dam Safety and Flood Reduction Draft EIS/EIR Economic Modeling:

- 1) There appears to be a significant under-estimate of the local economic impact. The reduction in sales of large ticket items (homes, land, boats, vehicles, water toys) should be considered.
- 2) The annual “retail effect” listed in Table 4-14 at \$174,500 is very low. The impact on our business alone (extrapolated from the losses caused by the closure of Folsom Dam Road and closing of the Folsom Lake during the past flood gate failure) we estimate at more that \$500,000 per year.
- 3) The economic model only examines the regional “tri-county” effect yet the losses are primarily in the City of Folsom and the gains are regional. The modeling should explicitly examine the net effect to the City of Folsom.
- 4) The gains and losses shown in Table 4-24 which imply a net economic gain during construction will mislead readers considering comments 1-3 above.

Respectfully,

Christopher Hodges
Vice President
Brothers Boats - Sacramento

January 16, 2007

USBR-CCAO (FOLSOM) OFFICIAL FILE COPY RECEIVED		
JAN 18 2007		
CODE	ACTION	INITIALS & DATE
411		

TO: Bureau of Reclamation

FM: Folsom Resident

RE: Closure of Folsom Point

As a resident of Folsom I urge the Bureau of Reclamation to find an alternative site to stage improvement operations to the Folsom Dam. In the spring and the summer I use Folsom Point as a place to fish and launch my boat from. If Folsom Point is closed I will no longer purchase an annual recreational pass for access to the lake and I will not stand in line at Brown's Ravine or any other launch facility to launch a boat (economic impact). Additionally Folsom Lake is open to the public and access to it should remain in the public's domain. Completing the work from another staging area makes sense! This would allow continued access to the lake at Folsom Point for fisherman, recreational boaters, and those using the picnic areas.

Thank you for your time and consideration.

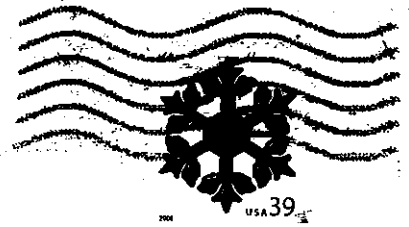
Sincerely,

Classification	ENV-6.00
Project	CVP
Control No.	07003918
Folder I.D.	1025306

1. Sample #408
Seyington Dr #1214
CA. 95630

SACRAMENTO CA 957

17 JAN 2007 PM 1 L



Shaw River Bureau of Sacramento
7749 Folsom Dam Rd.
Folsom, CA 95630

95630+6610



JAN 30 2007

Comment #409

CODE	ACTION	INITIALS & DATE
4/11		

Jan 22, 2007
 Mr. Shawn Oliver
 Bureau of Reclamation
 7794 Folsom Dam Road
 Folsom, CA 95630
 Fax 916-989-7208

RE: Comments on Folsom Dam Safety and Flood Damage Reduction EIS/EIR

Dear Mr. Oliver:

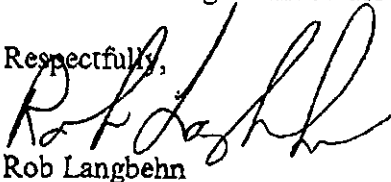
The proposed closure of Folsom Point recreation area during the 7 year construction of Folsom Dam improvements is not acceptable. Please comment on the following alternatives which were not included in the draft EIS/EIR:

- 1) Alternatives that allow Folsom Point to remain fully open by relocating staging and processing area to the west side of Dike 8 or further west to Dike 7.
- 2) If Folsom Point closure is unavoidable then restricting the closure time to the off season period of Oct 1-April 1.
- 3) If Folsom point closure is unavoidable then adopt congestion relief measures using Brown's Ravine or Hobie Cove.
- 4) If Folsom Point closure is unavoidable then relieve congestion by adding facilities at Beal's Point and only close Folsom Point after the new bridge is completed at the end of 2008.
- 5) Route the haul road at Folsom Point out of the public areas and use a flagman crossing or an underpass at the park entrance road to minimize disruption and the resulting congestion.

Regarding the economic modeling used in the EIS/EIR there appears to be a significant under estimate of the local economic impact. The reduction in sales of large ticket items (homes, land, boats, vehicles, water toys) should be considered.

Regarding the opportunity for public input it appears that local stakeholders were not notified of the project. In the future please copy me on the official notices. Also please post notices at the entrances to Folsom Lake State Recreation areas as well as noticing local user or neighborhood associations.

Respectfully,



Rob Langbehn

Comment #409

Jan 22, 2007

Mr. Shawn Oliver
Bureau of Reclamation
7794 Folsom Dam Road
Folsom, CA 95630
Fax 916-989-7208

USBR-CCAO (FOLSOM) OFFICIAL FILE COPY RECEIVED JAN 25 2007		
CODE	ACTION	INITIALS & DATE
411		

RE: Comments on Folsom Dam Safety and Flood Damage Reduction EIS/EIR

Dear Mr. Oliver:

The proposed closure of Folsom Point recreation area during the 7 year construction of Folsom Dam improvements is not acceptable. Please comment on the following alternatives which were not included in the draft EIS/EIR:

- 1) Alternatives that allow Folsom Point to remain fully open by relocating staging and processing area to the west side of Dike 8 or further west to Dike 7.
- 2) If Folsom Point closure is unavoidable then restricting the closure time to the off season period of Oct 1-April 1.
- 3) If Folsom point closure is unavoidable then adopt congestion relief measures using Brown's Ravine or Hobie Cove.
- 4) If Folsom Point closure is unavoidable then relieve congestion by adding facilities at Beal's Point and only close Folsom Point after the new bridge is completed at the end of 2008.
- 5) Route the haul road at Folsom Point out of the public areas and use a flagman crossing or an underpass at the park entrance road to minimize disruption and the resulting congestion.

Regarding the economic modeling used in the EIS/EIR there appears to be a significant under estimate of the local economic impact. The reduction in sales of large ticket items (homes, land, boats, vehicles, water toys) should be considered.

Regarding the opportunity for public input it appears that local stakeholders were not notified of the project. In the future please copy me on the official notices. Also please post notices at the entrances to Folsom Lake State Recreation areas as well as noticing local user or neighborhood associations.

Respectfully,

Jeffrey M. Paylor
1140 Malcolm Dixon Road
El Dorado Hills, CA 95762

Classification	EM-600
Project	CVP
Control No.	07000313
Folder I.D.	1029306

Comment #410

USBR-CCAO (FOLSOM) OFFICIAL FILE COPY RECEIVED		
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CODE	ACTION	INITIALS & DATE
411		

Jan 22, 2007
 Mr. Shawn Oliver
 Bureau of Reclamation
 7794 Folsom Dam Road
 Folsom, CA 95630
 Fax 916-989-7208

RE: Comments on Folsom Dam Safety and Flood Damage Reduction FIS/EIR

Dear Mr. Oliver:

The proposed closure of Folsom Point recreation area during the 7 year construction of Folsom Dam improvements is not acceptable. Please comment on the following alternatives which were not included in the draft EIS/EIR:

- 1) Alternatives that allow Folsom Point to remain fully open by relocating staging and processing area to the west side of Dike 8 or further west to Dike 7.
- 2) If Folsom Point closure is unavoidable then restricting the closure time to the off season period of Oct 1-April 1.
- 3) If Folsom point closure is unavoidable then adopt congestion relief measures using Brown's Ravine or Hobic Cove.
- 4) If Folsom Point closure is unavoidable then relieve congestion by adding facilities at Beal's Point and only close Folsom Point after the new bridge is completed at the end of 2008.
- 5) Route the haul road at Folsom Point out of the public areas and use a flagman crossing or an underpass at the park entrance road to minimize disruption and the resulting congestion.

Regarding the economic modeling used in the FIS/EIR there appears to be a significant under estimate of the local economic impact. The reduction in sales of large ticket items (homes, land, boats, vehicles, water toys) should be considered.

Regarding the opportunity for public input it appears that local stakeholders were not notified of the project. In the future please copy me on the official notices. Also please post notices at the entrances to Folsom Lake State Recreation areas as well as noticing local user or neighborhood associations.

Respectfully,



Classification	ENV-6.00
Project	CVP
Control No.	07004799
Folder I.D.	1025306

Comment #412

/O=CDM/OU=CDMFED/CN=RECIPIENTS/CN=PORTERSM

From: Joseph Abbate [j-abbate@sbcglobal.net]
Sent: Friday, February 02, 2007 3:58 PM
To: soliver@mp.usbr.gov
Subject: Keep Folsom Point open

We definately support the building of a new bridge, but our community has suffered enough. We believe there may be other sites that are usable without taking away our recreation area and lake access, e.g the old "Look-out point" on the now closed Dam Road.

We understand officials of the city of Folsom have offered three alternatives to the use of Folsom Point, Beals Point or Granite Bay recreation areas. The use of our recreation areas should only be considered when there are absolutely no other possible alternatives.

Thank you for taking the time to read this.

Folsom residents
Joseph and Jeanette Abbate

2/7/2007

Comment #413

/O=CDM/OU=CDMFED/CN=RECIPIENTS/CN=PORTERSM

From: Scott Schaffer [ScottSchaffer@comcast.net]
Sent: Tuesday, February 06, 2007 9:59 PM
To: soliver@mp.usbr.gov; Rebecca.A.Victorine@usace.army.mil
Subject: Folsom Point Closure

My family and I moved up here to Folsom for the primary reason of being close to the lake and the Folsom Point boat launch. We purchased our home in the Parkway as apposed to other areas of less cost so we would have such easy access to the lake and launch. The thought of trying to get out early enough to launch from the other launch this side of the lake is terrible. Driving around to try and get out of Granite Bay side leaves us in similar circumstances. We moved away from a city where you had to "try" and get to the lakes early enough before the parking lots filled and closed for the day. Many other residents of Parkway also feel a huge part of why we moved to this track in particular is now being taken away. Is there not enough open land in other parts of the lake that would not cause all of us to loose the ramp? I can not imaging the cost vs. alternate ares could be so impactful to cause an entires citys boating population to loose there ramp for 7 years!

I' am discouraged and disapointed at the lack of effort for not designing alternate plans. Rather, the plans simply take away from Folsom residents. How will this effect our homes values? And if this does effect values, how is this to be compensated.

Scott Schaffer

2/7/2007

/O=CDM/OU=CDMFED/CN=RECIPIENTS/CN=PORTERSM

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Monday, February 05, 2007 3:37 PM
To: Shawn Oliver
Subject: Fwd: Folsom Point Closure

>>> Katrina Jackman <katrinajackman@sbcglobal.net> 01/19 9:59 AM >>>
Don't you think Folsom has had enough? First you close the Dam Road and now you are considering Folsom Point. Do you plan on financially helping all those residents and business effected? I really do not think they can take one more thing. Around the corner is the building of the new bridge. This will also make it difficult in Folsom and the surrounding areas. Enough is enough. Please come up with one plan that incorporates all the pieces before you start throwing darts at what to do without taking into account how your decisions effect those around the job sites. How about storing your equipment at the prison? They have lots of land. While your at it you could consider actually planning the bridge we all have been promised.

Katrina Jackman

Bill George - / Comment #415
 Division 3
 George W. Osborne
 Vice President
 Division 1



El Dorado Irrigation District

Ane D. Deister
 General Manager
 Thomas D. Cumpston
 General Counsel

In reply refer to: ECL0107-002

January 22, 2007

Shawn Oliver
 U.S. Bureau of Reclamation
 Folsom Area Office
 7794 Folsom Dam Road
 Folsom, CA 95630

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JAN 25 2007		
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VIA CERTIFIED MAIL

Becky Victorine
 U.S. Army Corps of Engineers
 Sacramento District
 1325 J Street
 Sacramento, CA 95814

Classification	EM-6.00
Project	CVP
Control No.	070006323
Folder I.D.	1025300

Re: Folsom Dam Safety and Flood Damage Reduction Project Draft EIR/EIS Comments

Dear Mr. Oliver and Ms. Victorine:

The El Dorado Irrigation District (EID) has reviewed the draft Environmental Impact Report (EIR) / Environmental Impact Statement (EIS) completed for the Folsom Dam Safety and Flood Damage Reduction Project. Folsom Reservoir serves as the primary water supply source for the western portion of EID's service area. As such, EID submits the following comments related to water quality impacts associated within construction in the reservoir and water supply impacts associated with placement of additional fill in the reservoir.

Water Quality

Section 3.1 of the EIR/EIS discusses potential water quality impacts and potential mitigation measures to meet Basin Plan standards. Specifically, this section includes mitigation measures with best management practices (BMPs) and monitoring plans to minimize water quality impacts during in-reservoir borrow excavation and placement of fill. The Environmental Compliance Monitoring Plan described in Section 2 of the EIR/EIS should specify a procedure for notifying affected parties that treat water from the reservoir for consumptive purposes if implementation of BMPs and monitoring do not succeed in protecting water quality. This action is necessary for the affected parties to take the appropriate actions necessary to ensure proper water treatment.

Water Supply

Section 3.2 of the EIR/EIS discusses potential water supply impacts and potential mitigation measures necessary to maintain water supply during construction and subsequent operation. According to the EIR/EIS, Folsom Reservoir supplies about 140,000 acre-feet of municipal and industrial water supply and up to 1,243 acre-feet of reservoir capacity may be replaced with fill through implementation of each project alternative. The EIR/EIS states that during construction and post-construction water allocations and timing of deliveries to Central Valley Project contractors, including EID, would remain the same as existing conditions. The EIR/EIS should

Contract # 15 ECL0107-002
To: Shawn Oliver
Becky Victorine



specify how the reduction in storage volume will be handled in modeling analysis, such as CalSim-II, when determining availability of water for existing and future water service or Warren Act contracts to demonstrate that water allocations and timing of deliveries will not be affected.

The EIR/EIS lists the water contractors from Folsom Reservoir and point of delivery for water contractors diverting from the Natomas Pipeline. However, there is no information provided for water contractors diverting from other locations within Folsom Reservoir. EID diverts water through a pump station located within Folsom Reservoir on U.S. Bureau of Reclamation property between the Brown's Ravine and New York Creek tributaries. Any dam raises discussed through project alternatives should address potential impacts to water supply through inundation of infrastructure such as the EID pump station.

Thank you for the opportunity to comments on the Draft EIR/EIS for the Folsom Dam Safety and Flood Damage Reduction Project. If you have any questions, please contact me at (530) 642-4082.

Sincerely,

A handwritten signature in blue ink, appearing to read 'D. Corcoran', with a long horizontal flourish extending to the right.

Daniel M. Corcoran
Environmental Review Division Manager

DMC:le



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX

Cross Media Division (CMD-2)
Federal Activities Office - 75 Hawthorne St., San Francisco, CA 94105

FACSIMILE
TRANSMITTAL



TO: Shawn Oliver, Natural Resource Specialist

Organization: Central California Area Office (Folsom), Bureau of Reclamation

Subject: Region 9 EPA comments DEIS Folsom Dam Safety and Flood Damage Reduction project

Ph #: 916-989-7256

Fax #: 916-989-7208

FROM: Laura Fujii, Environmental Review Office, Region 9 US EPA

Ph #: 415-972-3852

Fax #: 415-947-8026

E-Mail Address: Fujii.laura@epa.gov

Date Sent: January 22, 2007

Number of pages including cover sheet: 6

The original signed letter plus attachments are being sent to you in the mail. Thank you for the informal, EPA-specific extension to the comment deadline date. I will be out of the office until February 20th. If you have questions, please

Comments: call Nova Blazej, Manager, Environmental Review Office at 415-972-3846.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

USBR-CCAO (FOLSOM) OFFICIAL FILE COPY RECEIVED
JAN 22 2007
Table with columns: CODE, ACTION, INITIALS & DATE

January 22, 2007

Shawn E. Oliver
Natural Resource Specialist
Bureau of Reclamation
Central California Area Office (Folsom)
7794 Folsom Dam Road
Folsom, CA 95630

Subject: Draft Environmental Impact Statement for the Folsom Dam Safety and Flood Damage Reduction Project (CEQ# 20060493)

Dear Mr. Oliver:

The U.S. Environmental Protection Agency (EPA) has reviewed the above project pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act. Our comments are provided in accordance with the EPA-specific extension granted by you on January 8 (email verification received on January 17) from January 22, 2007 to January 29, 2007. We greatly appreciate the additional time provided for our review. Our detailed comments are enclosed.

Based upon our review, we have rated this DEIS as EC-2, Environmental Concerns - Insufficient Information (see attached "Summary of the EPA Rating System). We have concerns with the potential adverse effects of the proposed project on air quality. We urge implementation of aggressive mitigation measures to reduce project-related emissions to the maximum extent feasible. Furthermore, the required General Conformity Determination should be included in the Final EIS (FEIS).

A number of actions were evaluated at a programmatic level pending completion of the detailed engineering design. Actions such as the updated Folsom Facilities operations manual and Auxiliary Spillway dredging are of specific interest to EPA given their potential water quality effects. We request notification of these actions and receipt of the project-level environmental documentation.

The Folsom Dam Safety and Flood Damage Reduction Project integrates the engineering solutions addressing hydrologic control, seismic, and static issues authorized in the US Corps of Engineers Folsom Dam Modification and Folsom Dam Raise projects. EPA comments regarding these projects are enclosed for your reference and consideration.

NOTICE: IF YOU DETACH ENCLOSURE PLEASE INSERT
CODE NO.
INITIAL
DATE

Classification ENV-6.00
Project OVP
Control No. 07004803
Folder I.D. 1025306

Printed on Recycled Paper

We appreciate the opportunity to review this DEIS. Please send two copies of the FEIS to the above address (mail code: CED-2) when it is released for public review. If you have any questions, please call Nova Blazej, the new Manager of the Environmental Review Office, at 415-972-3846, or Laura Fujii, the lead reviewer for this project, at 415-972-3852, or at fujii.laura@cpa.gov.

Sincerely,



Paula Bisson, Manager
Environmental Review Office
Communities and Ecosystems Division

Enclosure: Summary of PEA Rating Definitions
Detailed Comments
EPA Comments on the DSEIS American River Long-Term Study
EPA Comments on the DSEIS American River Watershed Investigation

cc: Brigitte Tollstrup, Sacramento Air Quality Management District
Gary Honcoop, California Air Resources Board
Sacramento Area Flood Control Agency
California State Reclamation Board
State Water Resources Control Board

SUMMARY OF EPA RATING DEFINITIONS

Comment #416

This rating system was developed as a means to summarize EPA's level of concern with a proposed action. The ratings are a combination of alphabetical categories for evaluation of the environmental impacts of the proposal and numerical categories for evaluation of the adequacy of the EIS.

ENVIRONMENTAL IMPACT OF THE ACTION

"LO" (Lack of Objections)

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

"EC" (Environmental Concerns)

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

"EO" (Environmental Objections)

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

"EU" (Environmentally Unsatisfactory)

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

ADEQUACY OF THE IMPACT STATEMENT

Category 1" (Adequate)

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

"Category 2" (Insufficient Information)

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analysed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

"Category 3" (Inadequate)

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analysed in the draft EIS, which should be analysed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640, "Policy and Procedures for the Review of Federal Actions Impacting the Environment."

EPA DETAILED COMMENTS, DEIS FOLSOM DAM SAFETY AND FLOOD DAMAGE
REDUCTION PROJECT, FOLSOM, CA, JANUARY 22, 2007

Air Quality Comments

Implement aggressive air quality mitigation measure and include the General Conformity Evaluation in the Final Environmental Impact Statement. The project area is located in an area designated as non-attainment for ozone and fine particulate matter. Construction-related emissions of nitrogen oxides (NOx), a precursor for ozone, and particulate matter less than 10 and 2.5 microns in diameter (PM10 and PM2.5) would exceed Federal and/or California air quality standards (pps. 3.3-29 to 3.3-37). Mitigation measures are necessary to reduce these adverse emissions. Even with mitigation, NOx, PM10 and carbon monoxide (CO) emissions would be greater than the General Conformity *de minimis* thresholds, triggering the requirement for a full general conformity evaluation for the selected preferred alternative prior to the Record of Decision (ROD) (p. 3.3-37). We note that the incremental effects of the NOx, PM10, and CO emissions would be significant under the cumulative condition (p. 3.3-38).

Recommendations:

EPA recommends aggressive implementation of all feasible mitigation measures to address exceedences of air quality standards. The FEIS should include a detailed mitigation plan providing an implementation schedule, the responsible parties, and monitoring and reporting requirements.

We recommend the required General Conformity Determination be included in the final environmental impact statement (FEIS) with a description of the mitigation/offset measures that will be implemented prior to the project start date.

The FEIS should also include a description of the projected operational emissions that will be generated by the completed project.

NEPA Compliance

Commit to future NEPA compliance for project changes. Alternative 5 would raise the Folsom facilities by 17 feet in order to increase the reservoir capacity to contain the Probable Maximum Flood. While we recognize this would be a "dry" raise providing for an increase in flood storage capacity, there is concern with the potential future conversion of this storage and flood surcharge space to water supply or multipurpose use ("wet" dam raise). Of specific concern is the potential for changes in use without appropriate public and environmental review.

Recommendation:

We recommend the FEIS and ROD include a commitment to future NEPA compliance, with appropriate public review processes, prior to any decision to modify the use of the additional flood storage capacity.

General Comments

Notify EPA of supplemental environmental compliance documentation. A number of actions were evaluated at a programmatic level pending selection of the final preferred alternative and completion of the detailed engineering design. For example, the lead agencies plan to complete a revised water plan and control manual (p. 1-9), and the US Corps of Engineers (Corps) may dredge the proposed Auxiliary Spillway approach 40 feet deeper than planned by the Bureau of Reclamation (Reclamation) (p. 3.10-18). Both future actions would be evaluated in supplemental NEPA compliance documentation. EPA has an interest in these actions, given their potential effects on water quality and beneficial uses within Folsom Reservoir and downstream in the American River.

Recommendation:

Please send two copies of the supplemental environmental compliance documentation and a copy of the Final Updated Flood Management Plan to the address above (mail code: CED-2) when they are released for public review.

Document final decisions in separate Joint Federal Project, Reclamation, and Corp Record of Decisions. The DEIS evaluates a Joint Federal Project that will meet Reclamation's dam safety hydrologic objective and the Corps' flood damage reduction objective, plus a range of alternatives that address other stand-alone flood damage reduction, dam safety, and security actions (p. 1-25).

Recommendation:

The FEIS should clearly identify the specific decisions and responsible parties for the Joint Federal Project and stand-alone flood damage reduction, dam safety, and security actions. We recommend the final decisions be documented in three distinct Record Of Decisions for the Joint Federal Project, Reclamations' stand-alone actions, and the Corps' stand-alone actions.

Complete and include in the FEIS all Federal requirements. Various Federal requirements will be completed prior to completion of the FEIS or ROD. For instance a draft US FWS biological opinion will be obtained prior to completion of the Final EIS/EIR and a General Conformity Determination completed prior to issuance of the ROD (pps. 1-32 to 1-35).

Recommendation:

The NEPA process is intended to assist public officials make decisions that are based on an understanding of the environmental consequences, and take actions that protect, restore, and enhance the environment (40 CFR Part 1500.1(c)). We recommend that information sources such as the US FWS Biological Opinion and General Conformity Determination be completed prior to the ROD and included in the FEIS.



January 22, 2007

Dear Becky Victorine -

I'm writing to request that you could help us if you would be willing. Many, many (in fact the vast majority) of Folsom residents request that you and some other creative engineers could find an alternate place for a staging area for construction equipment rather than closing our one access to Folsom Lake

Folsom Point. Please listen to our city council who have 3 other places.

Folsom has already had much negative impact from the closure of the Dam Road and the overlook parking area. The citizens of this town have already flexed and suffered from traffic problems, inconvenience and business slow down, and perceived impact that we feel affects property values and whether Folsom is a desirable place to live since the Lake is a key part of people living in and moving to Folsom.

We believe the construction people and engineers could flex and move to an alter site, sight. The residents of Folsom should not have to have our one access closed for 7 years, Folsom Point is a key, central part of living in Folsom.

Jon & Steve Volker
141 Willow Creek Dr.

2809 Lathano Dr
Sacramento, CA 95864
January 22, 2007

Becky Victorine
U.S. Army Corp. of Engineers
Sacramento District
1325 J Street
Sacramento 95814

Re: Flood Protection

I have lived in Sacramento since 1939 and will remember the flooding of the American River and the closure of the H Street Bridge. Then the Tolson Dam was built with certain specifications as to height and water holding capacity and the number of outlets on the base. To raise the height to increase the holding capacity and at the same time cut more outlets in the base, in my thinking, would weaken the original base. Also, late last year, the Sacramento Bee published a statement from one of the Corp. of Engineers that it would be very difficult to find competent workers to do this kind of reconstruction.

The answer to flood protection is to complete the Auburn Dam promptly.

(Mrs.) Beth Lujan

Phone (916) 489-5654

From: Michelle Hamilton [mailto:michelledhamilton@sbcglobal.net]

Sent: Sunday, February 04, 2007 10:13 AM

To: Victorine, Rebecca A SPK

Subject:

Please do not close Folsom Point!! One of the reasons we moved to Folsom was to be close to the lake. We store our boat at home and use Folsom point all the time. I think it is a huge inconvenience for the citizens of Folsom to use this resource as a storage facility. Shame on the city officials for even considering such actions.

Michelle Hamilton
775 morningside drive
Folsom, ca

Classification: **UNCLASSIFIED**

Caveats: NONE

From: PG [mailto:fizzz@vfr.net]
Sent: Friday, January 12, 2007 10:28 AM
To: LaSala, Delia M SPK
Subject: Folsom Dam real estate question

Ms. Lasala,

My name is Patricia Gibbs I spoke to you at the Folsom Meeting last Wednesday night.

I own property, in Placer County, which borders Folsom Lake. As I had mentioned, I am concerned about possible changes to the current Fed Gov property line around Folsom Lake as a result of raising the dam and surrounding dikes.

Any information and/or maps or other graphical info referencing elevations or contour lines you could provide regarding changes to the Fed Govmnt property line as it affects my parcel (number 036-190-075-000) would be greatly appreciated.

Thanks again for you time,
Patricia Gibbs

Porter, Stacy

From: K. Leonard [kennethfa@surewest.net]
Sent: Saturday, February 10, 2007 8:03 AM
To: MFINNEGAN@mp.usbr.gov
Subject: Folsom Point

Hello, I fish Folsom Lake all the time. Folsom Point is the only ramp I use. I don't care if construction trucks are driving in the area or over the Point road. I just want to be able to launch. Please do not close our ramp.

Comment #422

Porter, Stacy

From: radley2990@aol.com
Sent: Saturday, February 10, 2007 8:01 AM
To: MFINNEGAN@mp.usbr.gov
Cc: dave@aplimotion.com
Subject: Folsom Dam Project/specifically Folsom Point Closure

Mr. Finnegan,

As a twenty year resident of Folsom, the last 14 years in Briggs Ranch, I certainly would not want to see Folsom Point closed any more so than those you have heard from already. At the same time, having years of experience in the steel business having supplied steel to Kiewit Pacific among other firms for large bridge jobs including C.C. Myers after the collapse of the Santa Monica Freeway, Loma Prieta damage, the new Folsom Bridge and many other projects of this magnitude, I understand the difficulties associated with logistics, equipment containment and public safety concerns involved on such large projects. With that said, and assuming your acknowledgement of my experience in such matters, I would like to offer what could be a reasonable solution.

I originally hale from Louisiana where, as you know, flood water is overly abundant which has and will forever more require construction of coffer dams, "large drainage ditches" to divert water away from much needed levee repairs and/or proposed highway projects, including new bridges, not unlike this one on a smaller scale. To meet those demands, extreme large quantities of dirt and rock must be moved and/or excavated as is the case here. In the face of similar concerns and issues here, the solution was the use of barges to move the materials needed. In fact, I suggested the use of barges on the San Ramon Bridge addition project a few years back and they worked perfectly. You may know but if not, the water depth around that bridge is very shallow and sometimes gets very shallow depending on the tide movement and weather. Certainly, a much greater margin of difficulty given the varying water depths when compared to Folsom Lake. Frankly, I would have to believe you have considered the barge option already.

By plotting the depths and lake bottom topography necessary to accommodate barge tare weight (there are several barge variations to choose from depending on the application) and material load capacity, surely barges would be the way to manage this situation. Granted, the barges would need to move across recreational boating lanes but if properly marked off noting these barge lanes, I could hardly see that as an encroachment to recreational boating. If need be, the barges could be moved at night and staged for unloading the next working day. Take a look at your aerial maps on hand and you will see that barge traffic from point to point should not pose a problem. Also, where the depths are not sufficient to accommodate a large load, dredge the bottom accordingly thereby creating more usable materials to shore up the Dike at Mormon Island.

Again, I would think this option has been considered and if so, I would strongly encourage you to go a bit further in your due diligence in determining the validity of this option. I've seen it work many times in areas much more difficult than what I see at Folsom Lake. However, given the likelihood there may be more involved details to this project limiting my simplistic view, you are much more qualified as to whether this option has merit. As I watched the public outcry unfold over the last weeks however, I haven't heard or read where this option would be considered so thought I would throw my hat in, for what it's worth.

2/13/2007

Comment #422

Whatever the final outcome, closing Folsom Point is not viable just from recreational revenue losses alone much less having the public's ire focused on your every move. Thanks for taking the time in reading this and good luck with the decision. In the remote chance you feel it necessary to call me, please feel free in doing so.

Best regards,

Ron Adley
113 Cobb Ct.
Foslom, Ca. 95630
1-916-747-4301 cell

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Comment #423

Porter, Stacy

From: Jolene Shirey [shireyjolene@yahoo.com]
Sent: Saturday, February 10, 2007 11:21 AM
To: mfinnegan@mp.usbr.gov
Subject: Folsom Point

Mr. Finnegan,

I just read the article in the paper about Folsom Point. My husband and I have not yet participated in voicing our opinion on the issue, but would like to add our names to the "concerned residents" list.

This closure would significantly affect the active lifestyle of Folsom which is why many people brought there families here. It would definitely hurt local businesses that benefit from the use of Folsom Point. We just wanted to add our two cents in hopes that you will listen to the community and find a suitable alternative.

Sincerely,

Brian and Jolene Shirey

2/13/2007

Porter, Stacy

From: Eric & Heather Olson [heathericolson@comcast.net]
Sent: Sunday, February 11, 2007 9:33 PM
To: mfinnegan@mp.usbr.gov
Subject: Folsom Point

Mr. Finnegan,

We missed the open comment period on the proposal to use Folsom Point as a staging area for the Folsom Dam spillway project and we hope that you'll consider our two cents in your planning for the project. To the point, we moved to the Briggs Ranch neighborhood nearly four years ago to start a family and have easy access to Folsom Lake. Now that our two children are almost one and three years old, we often walk from our home to Folsom Point for "getaway adventures." I assume that we're not counted in the number of official visitors to Folsom Point since we arrive on foot. My purpose in writing you is to urge you to find an alternate staging location for as many years as it takes to finish the project so that my family and the hundreds of others like ours in this neighborhood can enjoy the lake that inspired us to move here.

Sincerely,
Eric & Heather Olson

Comment #425

Porter, Stacy

From: robert.walter@comcast.net
Sent: Thursday, February 15, 2007 1:22 PM
To: soliver@mp.usbr.gov
Subject: Folsom Point

Dear Sirs,

Please do not close Folsom Point. My family our our friends in the nieghborhood use that access to go boating and have picnics.

Robert Walter
203 Davies Court
Folsom, CA 95630

2/19/2007

Porter, Stacy

From: Mike Finnegan [MFINNEGAN@mp.usbr.gov]
Sent: Thursday, February 15, 2007 6:35 AM
To: Shawn Oliver
Subject: Fw: Folsom Point Recreation

-----Original Message-----

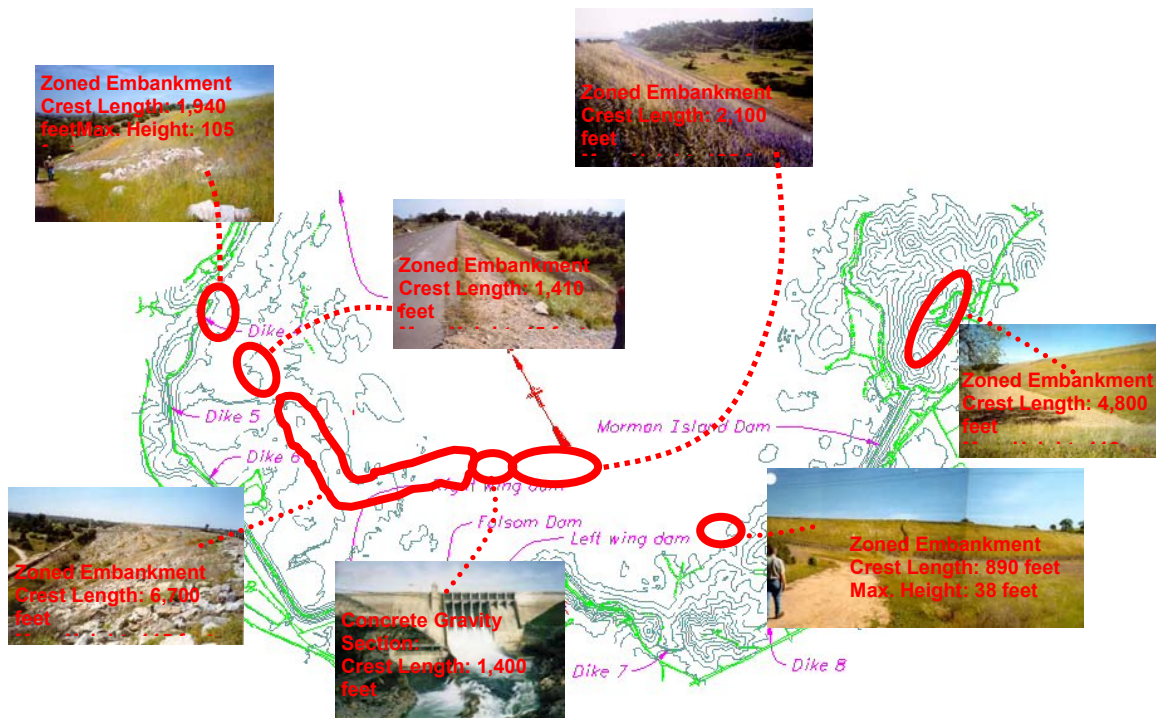
From: <ktroberts@comcast.net>
To: Mike Finnegan
Sent: Feb 1, 2007 11:19 PM
Subject: Folsom Point Recreation

We oppose the closure of Folsom Point for staging of the new bridge construction...Please try another alternative that will not impact the recreational area for families and all. Thank you....
Kathy and Troy
Folsom Residents

Appendix B
Public Hearing Summary Report

RECLAMATION

Managing Water in the West



Folsom Dam Safety and Flood Damage Reduction Draft Environmental Impact Statement/Environmental Impact Report

Public Hearing Summary Report



Prepared For:
U.S. Department of the Interior
Bureau of Reclamation

January, 2007

Prepared By:
CDM

 **CirclePoint™**
The whole view.

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Appendices

Appendix A – NOAs, Print Advertisement, Notice, and Press Release

Appendix B – Meeting Handouts and Information Displays

Appendix C – Written Comments and Public Hearing Transcripts

Acronyms and Abbreviations

CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CVP	Central Valley Project
DS/FDR	Dam Safety/Flood Damage Reduction
DWR	California Department of Water Resources
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
Folsom DS/FDR	Folsom Dam Safety and Flood Damage Reduction Action
JFP	Joint Federal Project
M&I	municipal and industrial
NEPA	National Environmental Policy Act
NOA	Notice of Availability
NOD	Notice of Determination
NOI	Notice of Intent
ROD	Record of Decision
SAFCA	Sacramento Area Flood Control Agency
SSLE	Reclamation's Safety, Security and Law Enforcement Program

Folsom Dam Safety and Flood Damage Reduction Draft EIS/EIR Public Hearing Summary Report

1.0 Introduction

The Folsom Dam Safety and Flood Damage Reduction Action (Folsom DS/FDR) is a cooperative project to correct seismic, static, and hydrologic issues associated with the structures that make up Folsom Dam. The Folsom DS/FDR agencies, including the United States Department of the Interior, Bureau of Reclamation (Reclamation), the United States Army Corps of Engineers (the Corps), Sacramento Area Flood Control Agency (SAFCA), State of California Department of Water Resources (DWR), and the State of California Reclamation Board (State Reclamation Board), completed a Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) on December 1, 2006, for the Folsom DS/FDR. Accordingly, these agencies held public hearings at the following locations to receive comments:

- Sacramento Library Galleria, Sacramento, January 9, 2007
- Folsom Community Center, City of Folsom, January 10, 2007.

This public hearing summary report documents these meetings and the comments captured. Section 1 summarizes the purpose and process of a public hearing, Section 2 provides background information on the project, Section 3 lists the project alternatives, Section 4 includes an overview of the public hearings, and Section 5 summarizes the written and verbal comments received at the public hearings.

1.1 Public Hearing Purpose and Process

Agencies conduct public hearings to allow the general public to comment on environmental documents. During public hearings, the lead agency generally will outline the proposed project, identify alternatives to the project and tentatively present the preferred alternative. The agencies then consider those comments during development of the Final EIS/EIR.

National Environmental Policy Act

National Environmental Policy Act (NEPA) regulations (40 CFR 1506.6) require agencies to involve the public in the EIS/EIR process.

The lead agency of the proposed action is required to:

- a.) Make diligent efforts to involve the public in preparing and implementing their NEPA procedures.

- b.) Provide public notice of NEPA-related hearings, public meetings, and the availability of environmental documents so as to inform those persons and agencies that may be interested or affected.
- c.) Hold or sponsor public hearings or public meetings whenever appropriate or in accordance with statutory requirements applicable to the agency. Criteria shall include whether there is:
 - 1) Substantial environmental controversy concerning the proposed action or substantial interest in holding the hearing.
 - 2) A request for a hearing by another agency with jurisdiction over the action supported by reasons why a hearing will be helpful. If a draft environmental impact statement is to be considered at a public hearing, the agency should make the statement available to the public at least 15 days in advance (unless the purpose of the hearing is to provide information for the draft environmental impact statement).
- d.) Solicit appropriate information from the public.
- e.) Explain in its procedures where interested persons can get information or status reports on environmental impact statements and other elements of the NEPA process.
- f.) Make environmental impact statements, the comments received, and any underlying documents available to the public pursuant to the provisions of the Freedom of Information Act (5 U.S.C. 552), without regard to the exclusion for interagency memoranda where such memoranda transmit comments of Federal agencies on the environmental impact of the proposed action. Materials to be made available to the public shall be provided to the public without charge to the extent practicable, or at a fee which is not more than the actual costs of reproducing copies required to be sent to other Federal agencies, including the Council (40 CFR 1506.6).

Council on Environmental Quality (CEQ) regulations (40 CFR 1502.9(c)(1)) require the implementing agency to make the EIS/EIR available for public review and comment. Reclamation issued a Notice of Availability (NOA) in the Federal Register on November 28, 2006. Appendix A of this public hearing summary report includes a copy of the Folsom DS/FDR NOA.

California Environmental Quality Act

Although California Environmental Quality Act (CEQA) does not require public hearings, public involvement is considered an essential part of the CEQA process.

If an agency does, however, decide to hold a public hearing, the CEQA guidelines suggest the following:

- 1.) The agency should include environmental review as one of the subjects for the hearing.
- 2.) A public hearing on the environmental impact of a project should usually be held when the lead agency determines it would facilitate the purposes and goals of CEQA to do so.
- 3.) A draft EIR or negative declaration should be used as a basis for discussion at a public hearing.
- 4.) Notice of all public hearings shall be given in a timely manner. This notice may be given in the same form and time as notice for other regularly conducted public hearings of the public agency (CEQA Section 15202).

Parallel to the process for NEPA, CEQA requires public notification of the availability of an EIR through a NOA (CEQA 15088.5). A copy of the Folsom DS/FDR NOA can be found in Appendix A of this summary report.

2.0 Background

The Folsom Facility is approximately 23 miles northeast of Sacramento, near the City of Folsom, in the State of California. There are 12 retention facilities (4 dams and 8 dikes) that make up the Folsom Facility. These retention structures impound the waters of the North and South Forks of the American River forming Folsom Reservoir. The Folsom Facility is a multi-purpose facility operated by law to provide flood control, irrigation water supply, municipal and industrial (M&I) water supply, and hydropower generation benefits. Additional purposes with notable associated benefits include recreation and maintenance of water quality for fish and wildlife.

The improvements being considered for the Folsom Facility respond to varying degrees to certain objectives of each of the aforementioned agencies. Reclamation's Safety of Dams Program objectives focus on reducing the risk of failure under hydrologic (flood), seismic (earthquake), and static (seepage) loads. Folsom Dam has been designated as a National Critical Infrastructure Facility and any compromise of the facility could result in grave property damage and loss of life. Reclamation's Security Program objectives are to protect public safety by securing Folsom Dam and its appurtenant structures and other Reclamation facilities, including the Folsom power plant, from attack or damage. The Corps' flood damage reduction objective is to improve the annual recurrence level of flood protection provided to the lower American River corridor. Similarly, SAFCA and DWR seek to improve the level of flood protection for the Sacramento region.

The Folsom DS/FDR Draft EIS/EIR presents an assessment of potential impacts for a comprehensive range of structural modification alternatives, which may be implemented under either a joint structural modification approach, which address both dam safety and flood damage reduction objectives, or through specific, separable dam safety, security and flood damage reduction structural modifications, which solely address the specific agency objective. From this range of alternatives, a comprehensive proposed and ultimately preferred alternative will be identified that addresses both the joint and separable structural modifications.

3.0 Project Alternatives

A range of alternatives were carried forward in the Draft EIS/EIR to meet both Reclamation's dam safety and security objectives and the Corps' objective of providing flood damage reduction protection to the Sacramento metropolitan area. A complete description of the alternatives is provided in Chapter 2 of the Draft EIS/EIR (Volume I). The following alternatives, along with the No Action/No Project Alternative were evaluated in the Draft EIS/EIR.

- Alternative 1 – Fuseplug Auxiliary Spillway, No Concrete Dam Raise/Embankment Crest Protection
- Alternative 2 – Fuseplug Auxiliary Spillway with Tunnel, 4-foot Dam/Embankment Raise
- Alternative 3 – Joint Federal Project (JFP) Gated Auxiliary Spillway with Potential 3.5-foot Parapet Wall Raise
- Alternative 4 – JFP Gated Auxiliary Spillway with Potential 7-foot Dam/Embankment Raise
- Alternative 5 – No Auxiliary Spillway, 17-foot Dam/Embankment Raise

4.0 Public Hearing Meetings

Reclamation, the Corps, SAFCA, DWR, and the State Reclamation Board held two public hearings in January 2007 for the Folsom DS/FDR Draft EIS/EIR. The first hearing took place on Tuesday, January 9 at the Sacramento Library Galleria in Sacramento, and the second hearing took place on Wednesday, January 10 at the Folsom Community Center in the City of Folsom.

Approximately 100 people attended the two hearings, including members of the public, elected officials, and representatives from public agencies, water resources, waterways, and electric power and flood control. Written and verbal comments were received at both meetings.

4.1 Publicity

To publicize the meetings, a Notice of Availability for the Draft EIS/EIR was published in the Federal Register on November 28, 2006, and in the State Clearinghouse on December 4, 2006. Additionally, Reclamation distributed notices to approximately 1,600 interested parties, including state and local agencies, elected officials, and area residents. Print advertisements for the hearings were published in local newspapers including the Sacramento Bee (January 5, 2007), the Roseville and Granite Bay Press-Tribune (January 6, 2007), and the Folsom and El Dorado Hills Telegraph (January 10, 2007). Reclamation Public Affairs also distributed a press release on December 26th to all the regional newspapers in the project area. Appendix A of this report contains a copy of the State Clearinghouse Notice of Availability, the Federal Register Notice of Availability, a copy of the print advertisement that was published in the local newspapers, a copy of the notice distributed by Reclamation, and a copy of the press release.

4.2 Staff

The following is a list of agency and project development staff in attendance during the public hearings.

Rosemary Stefani, Reclamation	Alicia Kirchner, Corps of Engineers
Shawn Oliver, Reclamation	Lisa Clay, Corps of Engineers
Larry Hobbs, Reclamation	Jane Rinck, Corps of Engineers
Mike Finnegan, Reclamation	Miki Fujitsubo, Corps of Engineers
Jeff McCracken, Reclamation	Jeff Hawk, Corps of Engineers
Gary Egan, Reclamation	Annalena Bronson, DWR
Mike Nepstad, Reclamation	Peter Buck, SAFCA
John Wilson, Reclamation	Tim Washburn, SAFCA
John Laboon, Reclamation	John Wondolleck, CDM
Rick Johnson, Reclamation	John Clerici, CirclePoint
Dee LeSala, Corps of Engineers	Sonja Wadman, CirclePoint
Frank Piccola, Corps of Engineers	Carol Glatfelter, CirclePoint
Rebecca Victorine, Corps of Engineers	

4.3 Meeting Agenda and Content

Both public hearings were held in an open house forum. Attendees were asked to sign in and all names were entered into a database for the exclusive purpose of keeping participants up-to-date on future activities, meetings, and project information. Meeting materials made available to each participant included:

- A welcome sheet with an explanation of the purpose of the meeting, the various display stations and how to provide comment;

- A seven-page handout showing the content of the displays;
- A speaker card (for those who wished to make verbal comments); and
- A comment card for written comments (a self mailer for participants who wanted to mail in their comments at a later time).

Seven information displays were set up to provide the public with an overview of the information contained in the EIS/EIR. Reclamation and Corps staff were available at each display and invited the public to ask questions and voice concerns regarding each respective topic. Participants with specific comments were urged to provide either written or verbal comments through the means provided at the public hearing. Appendix B contains a copy of the displays and the handout provided to all meeting participants. The displays included the following information:

Display 1. Welcome

- Background information about the Folsom Dam and Reservoir, its role in the Central Valley Project, its role as a flood control facility for the Sacramento area, the critical need for improvements, and the proposed alternatives.

Display 2. Roles and Responsibilities

- An explanation of the collaborative relationship between Reclamation and the Corps designed to improve the structural integrity of Folsom Dam and protect the region from floods, and a description of the common issues regarding Folsom Dam and Reservoir addressed in the EIS/EIR.

Display 3. Purpose

- The purpose of the Folsom DS/FDR and a description of the five areas of proposed improvements that are addressed (hydrologic, seismic, static, dam security, and flood damage reduction) in order to maintain the long term safety of Folsom Dam.

Display 4. Corps of Engineers Post Authorization Change Report

- An explanation of the Corps' recommended changes to the Folsom Dam Modification and Folsom Dam Raise Authorizations

Display 5. EIR/EIS Process

- A timeline and explanation of the complete environmental review process from developing the purpose and need, to adopting the Record of Decision (ROD), with information describing continued public involvement. An explanation that defines the purpose of the ROD and NOD (Notice of Determination). Identification of the CEQA environmentally preferred alternative.

Display 6. Proposed Alternatives

- Summary of the no action and five action alternatives. Description of the common features that all action alternatives share in order to increase seismic stability and improve facility security.

Display 7. Impacts and Mitigation

- Outline of the potential impacts from project construction at the reservoir and within the communities around the reservoir. Mitigation measures are summarized for each potential impact.

A Comment Station, with court reporter, was also provided where meeting participants could make verbal comments to the Hearing Officer.

5.0 Public Hearing Comments

Agencies accepted both verbal and written comments at the public hearings. The following section is an overview of the comments submitted during the public hearings.

5.1 Verbal Comments

During each of the hearings, the public had an opportunity to give verbal comments to the Hearing Officer. A total of 23 people provided verbal comments during the two public hearings. Each verbal comment was recorded by a court reporter; a transcript is included in Appendix C. The Final EIS/EIR includes an account and a response to every verbal and written comment received on the Draft EIS/EIR. The following sub-sections provide an overview of the verbal comments received during the hearings and are not intended to be a substitute for the formal comments and responses in the Final EIS/EIR.

EIS/EIR Process

There were several comments regarding the EIS/EIR process, the notices for the public meeting, and the methods for giving verbal comment. Comments included:

- Not enough notice was provided to adequately respond to the Draft EIS/EIR nor was there adequate community outreach regarding the impacts of the proposed activities;
- More clarity is needed in describing the three separate parts of the overall project and how they are linked; and
- An opportunity for community verbal comments should have been provided.

Closure of Folsom Point

The majority of verbal comments focused on the potential closure of Folsom Point, the principal water access point on the south side of Folsom Dam and Reservoir. Concerns included:

- Access to the lake for a variety of water sports – most notably boating;
- Impacts to businesses serving lake-based recreation;
- Disruption of long established family oriented activities at Folsom Reservoir;
- Traffic and air quality impacts of the construction activities at Folsom Point; and
- Impacts to other recreation sites (potential overuse) if Folsom Point is closed during construction.

Cost Allocations

The document should compare the costs of the proposed alternatives and elaborate on how those costs would be distributed among the project participants.

Temperature Control Device

There was a suggestion of using a temperature control device in the reservoir (for regulating the temperature of water for downstream fish habitat) similar to the one designed for Shasta Dam.

Reservoir Levels and Dam Raises

There were several comments regarding the flood storage take line of the reservoir in the event of a dam raise. Concerns included:

- Provide additional clarity about where the high water level would be (described in more detail than in the document) and what eminent domain issues may result.
- Describe potential impacts to lakeside recreation (mostly to non-motorized trails) in the event of a flood.

Auburn Dam

Auburn Dam should be considered as an alternative to modifying Folsom Dam for flood management purposes.

Other Comments

- Provide for proper internment of remains left at the old Mormon Island Cemetery.

5.2 Written Comments

In addition to verbal comments received at the public hearings, agencies also accepted written comments on comment cards that were distributed to each attendee. Copies of all written comments are shown in Appendix C of this report. There were 31 people who submitted written comments at the two public hearings. Additionally, several people who submitted verbal comments also submitted similar written comments on speech cards. Overall, written comments tracked closely with the verbal comments described above. The majority of the written comments focused on the potential closure of Folsom Point and the potential economic, recreational, and quality of life impacts. The following bullets present a summary of the written comments received during the public hearings that are different from the verbal comments described above. .

Alternatives

Several commenters expressed their support for Alternative 3. Alternative 5 received several negative comments.

EIS/EIR Process

Additional community meetings should be scheduled to discuss specific impacts of the proposed activities – most notably the closure of Folsom Point.

Other Comments

Provide a siren to notify downstream entities when the floodgates are opened.

Reservoir Levels and Dam Raises

There were several comments regarding the flood storage take line of the reservoir in the event of a dam raise. Concerns included:

- Provide additional clarity about where the high water level would be (described in more detail than in the document) and what eminent domain issues may result.
- Describe potential impacts to lakeside recreation (mostly to non-motorized trails) in the event of a flood.

Auburn Dam

Auburn Dam should be considered as an alternative to modifying Folsom Dam for flood management purposes.

Other Comments

- Provide a siren to notify downstream entities when the floodgates are opened.

Appendix A
NOAs, Print Advertisement, Notice,
and Press Release

California Home

Friday,



OPR Home > CEQAnet Home > CEQAnet Query > Search Results > Document Description

Folsom Dam Safety and Flood Damage Reduction

SCH Number: 2006022091

Type: EIR - Draft EIR

Project Description

As a part of their responsibilities, Reclamation and the Corps have determined that the Folsom Facilities require structural improvements overall public safety by improving the facilities' ability to reduce flood damages and addressing dam safety issues posed by hydrologic (earthquake), and static (seepage) events. These events have a low probability of occurrence in a given year, however due to the large downstream of Folsom Dam, modifying the facilities is prudent and required to improve public safety.

Project Lead Agency

Reclamation Board

Contact Information

Primary Contact:

Annalena Bronson
Reclamation Board
(916) 574-0369
3310 El Camino Avenue, LL40
Sacramento, CA 95821

Project Location

County: Sacramento, El Dorado, Placer
City: Folsom
Region:
Cross Streets:
Parcel No:
Township:
Range:
Section:
Base:
Other Location Info:

Proximity To

Highways: 50
Airports:
Railways:
Waterways: American River
Schools:
Land Use: Public Facility

Development Type

Other

Local Action

Other Action

Project Issues

Aesthetic/Visual, Air Quality, Archaeologic-Historic, Biological Resources, Cumulative Effects, Drainage/Absorption, Flood Plain/Flood Geologic/Seismic, Landuse, Minerals, Noise, Other Issues, Population/Housing Balance, Public Services, Recreation/Parks, Soil Erosion/Compaction/Grading, Traffic/Circulation, Vegetation, Water Quality, Water Supply, Wetland/Riparian

Reviewing Agencies (Agencies in **Bold Type** submitted comment letters to the State Clearinghouse)

Resources Agency; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Parks and Recreation; Native American Commission; Public Utilities Commission; Office of Emergency Services; Office of Historic Preservation; Department of Fish and Game Department of Conservation; California Highway Patrol; Caltrans, District 3; State Lands Commission; State Water Resources Control of Water Rights; **Department of Water Resources**

Date Received: 12/4/2006 **Start of Review:** 12/4/2006 **End of Review:** 1/17/2007

[CEQAnet HOME](#) | [NEW SEARCH](#)

or faxed comments should be submitted by December 13, 2006.

John W. Roberts,

Acting Chief, National Register/National Historic Landmarks Program.

CALIFORNIA

Stanislaus County

Walton, Dr. Robert and Mary, House, 417 Hogue Dr., Modesto, 06001133

MISSOURI

Phelps County

Community Theater, 117 First St., Newburg, 06001134

St. Louis County

Maplewood Commercial Historic District at Manchester and Sutton, Roughly bounded by Manchester, Marietta, Marshall and Sutton, Maplewood, 06001135

MONTANA

Lewis and Clark County

Montana State Fairgrounds Racetrack, 98 W. Custer Ave., Helena, 06001136

NEW YORK

Broome County

Conklin Town Hall, 1271 Conklin Rd., Conklin, 06001146

Essex County

Hurricane Mountain Fire Observation Station, (Fire Observation Stations of New York State Forest Preserve MPS), Hurricane Mountain Summit, Keene, 06001145
Whiteface Veterans Memorial Highway Complex, NY 431, New York, 06001147

Nassau County

North Hempstead Town Hall, 220 Plandome Rd., Manhasset, 06001143

Rockland County

Sloat, Jacob, House, 15 Liberty Rock Rd., Village of Sloatsburg, 06001144

NORTH CAROLINA

Catawba County

Lyerly Full Fashioned Mill, (Hickory MRA), 56 Third St., SE, Hickory, 06001137

Craven County

Barber, J.T., School, 1700 Cobb St., New Bern, 06001139

Davidson County

Grace Episcopal Church, 419 S. Main St., Lexington, 06001138

Henderson County

Main Street Historic District (Boundary Increase), (Hendersonville MPS), Roughly N. Main St., Second Ave. W., W. Allen St., N. Washington and First Ave. E., Hendersonville, 06001140

Mecklenburg County

Seifart, Fritz, House, 421 Hemptead Place, Charlotte, 06001141

Rutherford County

West Main Street Historic District, 121 Cool Springs Dr., 343-499 W. Maine St., 121 Memorial Dr., Forest City, 06001142

PENNSYLVANIA

Bucks County

Chalfont Historic District, Roughly bounded by Chestnut St., Park Ave., Main St., Butler Ave., and Sunset Ave., Chalfont, 06001148
Sheard, Levi, Mill, 8308 Covered Bridge Rd., East Rockhill Township, 06001149

Montgomery County

Whitpain Public School, 799 Skippack Pike, Blue Bell, 06001150

RHODE ISLAND

Kent County

Greenwich Mills, 42 Ladd St., Warwick, 06001151

TEXAS

Gray County

McLean Commercial Historic District, (Route 66 in Texas MPS), Roughly bounded by Railroad, Rowe, Second and Gray Sts., McLean, 06001153

Presidio County

Fort D.A. Russell Historic District, Roughly bounded by Ridge, El Paso, Kelly Sts, U.S. 67 and FM 2810, Marfa, 06001152

WISCONSIN

Burnett County

Daniels Town Hall, 9602 WI 70, Daniels, 06001154

Vernon County

Apfel, George, Round Barn, 11314 Cty Hwy P, Clinton, 06001155

A request for REMOVAL has been made for the following resource:

PENNSYLVANIA

Monroe County

Henryville House, Jct. of PA 191 and 715, Henryville, 86003572

[FR Doc. E6-20037 Filed 11-27-06; 8:45 am]

BILLING CODE 4312-51-P

DEPARTMENT OF THE INTERIOR

Bureau of Reclamation

Folsom Dam Safety and Flood Damage Reduction (DS/FDR) Action—Sacramento, El Dorado, and Placer Counties, CA

AGENCY: Bureau of Reclamation, Interior.

ACTION: Notice of availability of the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) and notice of public hearings.

SUMMARY: Pursuant to section 102(2)(c) of the National Environmental Policy Act of 1969 (NEPA), CEQ NEPA

Regulations (40 CFR 1502.9[c][1]), and Public Resources Code, sections 21000–21177 of the California Environmental Quality Act (CEQA) and the California Code of Regulations, title 14, section 15088.5 of the CEQA Guidelines, the Bureau of Reclamation (Reclamation), the lead Federal agency; the U.S. Army Corps of Engineers (Corps), a cooperating Federal agency; the Reclamation Board of the State of California, the lead State agency; and the Sacramento Area Flood Control Agency (SAFCA), the local sponsor, have made available for public review and comment a Draft EIS/EIR for the Folsom DS/FDR Action.

The Folsom DS/FDR Draft EIS/EIR describes five action alternatives which include numerous features that address previously identified and ongoing dam safety, flood damage reduction, and security issues by modifying Folsom Dam and Appurtenant Structures (the Folsom Facility). The alternatives include features that would address Reclamation's dam safety objectives and the Corps' flood damage reduction objectives jointly, as well as features or increments that would exclusively address dam safety, security, or flood damage reduction objectives and would be constructed and authorized by the respective agencies. Engineering, economic, and environmental studies have been conducted to help determine reasonable design alternatives and their impacts. The no action alternative is also included in these analyses.

As part of the NEPA process, two public hearing sessions will be held to provide interested individuals and organizations with an opportunity to comment verbally and in writing on the Folsom DS/FDR Draft EIS/EIR. The first hour of each public hearing session will allow time to review information stations and displays, ask questions, and provide written comments on comment forms; the formal hearing will be held for one hour and be extended to two hours if needed. Information gathered from the EIS/EIR review process will be used in conjunction with technical and economic principles to determine the preferred alternative.

DATES: Comments on the Folsom DS/FDR Draft EIS/EIR should be submitted on or before Monday, January 22, 2007 to Mr. Shawn Oliver at the address below.

Two public hearings will be held:

- Tuesday, January 9, 2007, 2 to 4 p.m. (to be extended 1 additional hour, if needed), Sacramento, CA.
- Wednesday, January 10, 2007, 7 to 9 p.m. (to be extended 1 additional hour, if needed), Folsom, CA.

ADDRESSES: The public hearings will be held at:

- Sacramento at the Sacramento Library Galleria, 828 I Street, Sacramento, CA.
 - Folsom at Folsom Community Center, 52 Natoma Street, Folsom, CA.
- Send written comments on the Folsom DS/FDR Draft EIS/EIR to Mr. Shawn Oliver, Bureau of Reclamation, 7794 Folsom Dam Road, Folsom, CA 95630 (e-mail: soliver@mp.usbr.gov). Send requests for a compact disk or a bound copy of the Draft EIS/EIR to Ms. Rosemary Stefani, Bureau of Reclamation, 2800 Cottage Way, Sacramento, CA 95825, telephone: (916) 978-5309, or e-mail: rstefani@mp.usbr.gov. The Folsom DS/FDR Draft EIS/EIR will also be available on the Web at: http://www.usbr.gov/mp/nepa/nepa_projdetails.cfm?Project_ID=1808

Copies of the Folsom DS/FDR Draft EIS/EIR are available for public review at the following locations:

- Bureau of Reclamation, Denver Office Library, Building 67, Room 167, Denver Federal Center, 6th and Kipling, Denver, CO 80225.
- Bureau of Reclamation, Mid-Pacific Regional Office Library, 2800 Cottage Way, W-1825, Sacramento, CA 95825-1898.
- El Dorado County Library, 345 Fair Lane, Placerville, CA 95667-5699.
- Folsom Public Library, 300 Persifer Street, Folsom, CA 95630.
- Natural Resources Library, U.S. Department of the Interior, 1849 C Street, NW., Main Interior Building, Washington, DC 20240-0001.
- Roseville Public Library, 311 Vernon Street, Roseville, CA 95678.
- Sacramento Central Library, 828 I Street, Sacramento, CA 95814-2589.

FOR FURTHER INFORMATION CONTACT: Mr. Shawn Oliver at (916) 989-7256, TDD (916) 978-5608; e-mail soliver@mp.usbr.gov.

SUPPLEMENTARY INFORMATION: The Folsom Facility consists of 12 structures (dams and dikes), which impound the American River forming the Folsom Reservoir. Both Reclamation and the Corps share in the responsibility of ensuring that the Folsom Facility is maintained and operated under their respective agency dam safety regulations and guidelines, as defined by Congress. As a part of their responsibilities, Reclamation and the Corps have determined that the Folsom Facility requires structural improvements to increase overall public safety above existing conditions by improving the facilities' ability to reduce flood damages and address dam

safety issues posed by hydrologic (flood), seismic (earthquake), and static (seepage) events. While these events have a low probability of occurrence in a given year, due to the large population downstream of Folsom Dam, modifying the facilities is prudent and required to improve public safety above current baseline conditions.

Reclamation has identified the need for expedited action to reduce hydrologic, static, and seismic risks under its Safety of Dams Program. The Corps in partnership with the Reclamation Board/DWR and SAFCA have identified the need to reduce the risk of flooding in the Sacramento area. These agencies have combined their efforts resulting in common solutions to be phased-in for the structural and functional concerns of the Folsom Facility.

The Folsom DS/FDR Draft EIS/EIR discusses the project background, purpose and need, project description and alternatives, and related projects. The Draft EIS/EIR addresses the impacts of project construction on aquatic resources, terrestrial vegetation and wildlife, hydrology, water quality, groundwater, water supply, hydropower resources, socioeconomic, soils, minerals, geological resources, visual resources, agricultural resources, transportation and circulation, noise, cultural resources, land use, planning and zoning, recreation resources, public services and utilities, air quality, population and housing, public health and safety, public services and utilities, environmental justice, and Indian trust assets.

Additional Information

If special assistance is required at the public hearings, please contact Mr. Shawn Oliver, Bureau of Reclamation, at (916) 989-7256. Please notify Mr. Oliver as far in advance of the hearings as possible to enable Reclamation to secure the needed services. If a request cannot be honored, the requestor will be notified.

Comments received in response to this notice will become part of the administrative record and are subject to public inspection. Our practice is to make comments, including names, home addresses, home phone numbers, and email addresses of respondents, available for public review. Individual respondents may request that we withhold their names and/or home addresses, etc., but if you wish us to consider withholding this information, you must state this prominently at the beginning of your comments. In addition, you must present a rationale for withholding this information. This

rationale must demonstrate that disclosure would constitute a clearly unwarranted invasion of privacy. Unsupported assertions will not meet this burden. In the absence of exceptional, documentable circumstances, this information will be released. We will always make submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, available for public inspection in their entirety.

Frank Michny,

Acting Assistant Regional Director, Mid-Pacific Region.

[FR Doc. E6-20155 Filed 11-27-06; 8:45 am]

BILLING CODE 4310-MN-P

DEPARTMENT OF LABOR

Office of the Secretary

Submission for OMB Review: Comment Request

November 21, 2006.

The Department of Labor (DOL) has submitted the following public information collection request (ICR) to the Office of Management and Budget (OMB) for review and approval in accordance with the Paperwork Reduction Act of 1995 (Pub. L. 104-13, 44 U.S.C. Chapter 35). A copy of this ICR, with applicable supporting documentation, may be obtained by calling Ira Mills on 202-693-4122 (this is not a toll-free number) or E-Mail: Mills.Ira@dol.gov, or by accessing <http://www.reginfo.gov/public/do/PRAMain>.

Comments should be sent to Office of Information and Regulatory Affairs, Attn: OMB Desk Officer for U.S. Department of Labor/Employment and Training Administration (ETA), Office of Management and Budget, Room 10235, Washington, DC 20503, 202-395-7316 (this is not a toll-free number), within 30 days from the date of this publication in the **Federal Register**.

The OMB is particularly interested in comments which:

- Evaluate whether the proposed collection of information is necessary for the proper performance of the functions of the agency, including whether the information will have practical utility;
- Evaluate the accuracy of the agency's estimate of the burden of the proposed collection of information, including the validity of the methodology and assumptions used;

Public Hearings Scheduled for the Folsom Dam Safety and Flood Damage Reduction Draft EIS/EIR

Two public hearings will allow the public to comment on the Folsom Dam Safety and Flood Damage Reduction (DS/FDR) Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). The Folsom DS/FDR Draft EIS/EIR was developed pursuant to the National Environmental Policy Act (NEPA) and the California Environmental Quality Act by the Bureau of Reclamation, the lead Federal agency; the U.S. Army Corps of Engineers (Corps), a cooperating Federal agency; the Reclamation Board, the lead State agency; and the Sacramento Area Flood Control Agency (SAFCA), the local sponsor.

The hearings will give the public an opportunity to ask questions, review informational displays, and provide written and/or oral comments on the Draft EIS/EIR. The hearings, which may be extended by an hour each, if necessary, are scheduled:

Sacramento

Tuesday, January 9, 2007, 2 to 4 pm
Sacramento Library Galleria
828 I Street, Sacramento

Folsom

Wednesday, January 10, 2007, 7 to 9 pm
Folsom Community Center
52 Natoma Street, Folsom

The Corps intends to adopt the Final EIS/EIR to satisfy the NEPA requirements for the flood damage reduction features of the proposed action that would be accomplished under their Folsom Dam Modifications and Folsom Dam Raise Projects. The Corps' Draft Post Authorization Change (PAC) Report documents recommended changes to these two authorized projects and is available for public review in conjunction with the review of the Draft EIS/EIR. To request copies of the Draft PAC Report, please contact Mrs. Becky Victorine at 916-557-5162.

For a CD or bound copy of the Draft EIS/EIR, contact Ms. Rosemary Stefani, Bureau of Reclamation, 2800 Cottage Way, Sacramento, CA 95825, 916-978-5309, or rstefani@mp.usbr.gov. The Draft EIS/EIR may also be viewed online at http://www.usbr.gov/mp/nepa/nepa_projdetails.cfm?Project_ID=1808. Information on the Folsom Dam Joint Federal Project may be viewed online at <http://www.usbr.gov/mp/jfp/index.html>.

Comments on the Draft EIS/EIR and Draft PAC Report are due by Monday, January 22, 2007. Comments on the Draft EIS/EIR should be sent to Mr. Shawn Oliver, Bureau of Reclamation, 7794 Folsom Dam Road, Folsom, CA 95630, or soliver@mp.usbr.gov; and Mrs. Becky Victorine, U.S. Army Corps of Engineers, 1325 J Street, Sacramento, CA 95814, or rebecca.a.victorine@usace.army.mil. Comments on the Draft PAC Report should be sent to Mrs. Victorine; responses to these comments will be included in the Final PAC Report as appropriate. For further information, please contact Mr. Oliver at 916-989-7256, TDD 916-978-5608, or soliver@mp.usbr.gov; Ms. Annalena Bronson, DWR, at 916-574-0359 or annalena@water.ca.gov; Mr. Peter Buck, SAFCA, at 916-874-7606 or buckp@saccounty.net, or Mrs. Victorine at 916-557-5162 or rebecca.a.victorine@usace.army.mil.

Mid-Pacific Region
Sacramento, Calif.
Media Contact:
Jeffrey S. McCracken
916-978-5100

Released On: December 21, 2006

Public Hearings Scheduled for the Folsom Dam Safety and Flood Damage Reduction Draft EIS/EIR

Media Contacts:

Bureau of Reclamation, Jeffrey McCracken, 916-978-5100, jmccracken@mp.usbr.gov
Department of Water Resources, Don Strickland, 916-653-9515,
donalds@water.ca.gov

U.S. Army Corps of Engineers, Jim Taylor, 916-557-5101,
jim.h.taylor@usace.army.mil

Sacramento Area Flood Control Agency, Stein Buer, 916-874-7606,
buers@saccounty.net

Two public hearings will allow the public to comment on the Folsom Dam Safety and Flood Damage Reduction (DS/FDR) Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR). The Folsom DS/FDR Draft EIS/EIR was developed pursuant to the National Environmental Policy Act (NEPA) and the California Environmental Quality Act by the Bureau of Reclamation, the lead Federal agency; the U.S. Army Corps of Engineers (Corps), a cooperating Federal agency; the Reclamation Board, the lead State agency; and the Sacramento Area Flood Control Agency (SAFCA), the local sponsor.

The hearings will give the public an opportunity to ask questions, review informational displays, and provide written and/or oral comments on the Draft EIS/EIR. The hearings, which may be extended by an hour each, if necessary, are scheduled:

Sacramento - Tuesday, January 9, 2007, 2 to 4 p.m. Sacramento Library Galleria, 828 I Street

Folsom - Wednesday, January 10, 2007, 7 to 9 p.m., Folsom Community Center, 52 Natoma Street

The Corps intends to adopt the Final EIS/EIR to satisfy the NEPA requirements for the flood damage reduction features of the proposed action that would be accomplished under their Folsom Dam Modifications and Folsom Dam Raise Projects. The Corps' Draft Post Authorization Change (PAC) Report documents recommended changes to these two authorized projects and is available for public review in conjunction with the review of the Draft EIS/EIR. To request copies of the Draft PAC Report, please contact Mrs. Becky Victorine at 916-557-5162.

For a CD or bound copy of the Draft EIS/EIR, contact Ms. Rosemary Stefani, Bureau of Reclamation, 2800 Cottage Way, Sacramento, CA 95825, 916-978-5309, or rstefani@mp.usbr.gov. The Draft EIS/EIR may also be viewed online at http://www.usbr.gov/mp/nepa/nepa_projdetails.cfm?Project_ID=1808. Information on the Folsom Dam Joint Federal Project may be viewed online at <http://www.usbr.gov/mp/jfp/index.html>.

Comments on the Draft EIS/EIR and Draft PAC Report are due by Monday, January 22, 2007. Comments on the Draft EIS/EIR should be sent to Mr. Shawn Oliver, Bureau of Reclamation, 7794 Folsom Dam Road, Folsom, CA 95630, or soliver@mp.usbr.gov; and Mrs. Becky Victorine, U.S. Army Corps of Engineers, 1325 J Street, Sacramento, CA 95814, or rebecca.a.victorine@usace.army.mil. Comments on the Draft PAC Report should be sent to Mrs. Victorine; responses to these comments will be included in the Final PAC Report as appropriate.

For further information, please contact Mr. Oliver at 916-989-7256, TDD 916-978-5608, or soliver@mp.usbr.gov; Ms. Annalena Bronson, DWR, at 916-574-0359 or annalena@water.ca.gov; Mr. Peter Buck, SAFCA, at 916-874-7606 or buckp@saccounty.net, or Mrs. Victorine at 916-557-5162 or rebecca.a.victorine@usace.army.mil

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Reclamation is the largest wholesale water supplier and the second largest producer of hydroelectric power in the United States, with operations and facilities in the 17 Western States. Its facilities also provide substantial flood control, recreation, and fish and wildlife benefits. Visit our website at www.usbr.gov.

Mid-Pacific Region
Sacramento, CA

MP-06-120

Media Contacts: **Bureau of Reclamation**
Jeffrey McCracken, 916-978-5100
jmccracken@mp.usbr.gov

Department of Water Resources
Mr. Don Strickland, 916-653-9515
donalds@water.ca.gov

U.S. Army Corps of Engineers
Jim Taylor, 916-557-5101
jim.h.taylor@usace.army.mil

Sacramento Area Flood Control Agency
Stein Buer, 916-874-7606
buers@saccounty.net

For Release On: November 30, 2006

Folsom Dam Safety and Flood Damage Reduction Draft EIS/EIR Released for Public Review and Comment

Available for public review and comment is the Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) of the Folsom Dam Safety and Flood Damage Reduction (DS/FDR) action. The Folsom DS/FDR Draft EIS/EIR was developed pursuant to the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) by the Bureau of Reclamation, the lead Federal agency; the U.S. Army Corps of Engineers (Corps), a cooperating Federal agency; the Reclamation Board, the lead State agency; and the Sacramento Area Flood Control Agency (SAFCA), the local sponsor.

Under the Dam Safety Program, Reclamation identified the need for expedited action to reduce hydrologic, static and seismic risks at Folsom Dam and related structures (the Folsom Facility). The Corps, in partnership with Reclamation Board and SAFCA, identified the need to reduce the risk of flooding in the Sacramento area. The Folsom DS/FDR Draft EIS/EIR describes five action alternatives that include numerous features addressing previously identified and ongoing dam safety, flood damage reduction, and security issues by modifying the Folsom Facility. The no-action alternative is also included in these analyses. The action alternatives include features that would address Reclamation's dam safety objectives and the Corps' flood damage reduction objectives jointly (Joint Federal Project, or JFP), as well as features or increments that would exclusively address dam safety, security, or flood damage reduction objectives. The JFP features are expected to be constructed jointly by Reclamation and the Corps. The increments or features that exclusively address dam safety or flood damage reduction would be constructed by the respective agencies.

The Corps intends to adopt the Final EIS/EIR to satisfy the requirements of NEPA for the flood damage reduction features of the proposed action that would be accomplished under the Corps' Folsom Dam Modifications and Folsom Dam Raise Projects. The Corps has prepared a draft Post Authorization Change (PAC) Report which documents recommended changes to these two authorized projects. The draft PAC Report is available for public review in conjunction with the public review of this Draft EIS/EIR.

For a CD or bound copy of the Folsom DS/FDR Draft EIS/EIR, please contact Ms. Rosemary Stefani, Bureau of Reclamation, 2800 Cottage Way, Sacramento, CA 95825, or at 916-978-5309, or rstefani@mp.usbr.gov. The Draft EIS/EIR may be viewed online at http://www.usbr.gov/mp/nepa/nepa_projdetails.cfm?Project_ID=1808. If you encounter problems accessing documents online, please contact Ms. Lynnette Wirth at 916-978-5102 or lwirth@mp.usbr.gov.



U.S. Department of the Interior
Bureau of Reclamation

The Folsom DS/FDR Draft EIS/EIR may be viewed at Reclamation's Mid-Pacific Regional Office Library, 2800 Cottage Way, W-1825, Sacramento; the El Dorado County Library, 345 Fair Lane, Placerville; the Folsom Public Library, 300 Persifer Street, Folsom; the Roseville Public Library, 311 Vernon Street, Roseville; or the Sacramento Central Library, 828 I Street, Sacramento.

Comments on the Draft EIS/EIR should be submitted by Monday, January 22, 2007, to Mr. Shawn Oliver, Bureau of Reclamation, 7794 Folsom Dam Road, Folsom CA 95630, or soliver@mp.usbr.gov; and Mrs. Becky Victorine, U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 95814, or Rebecca.A.Victorine@usace.army.mil.

As part of the NEPA process, public hearings will provide interested parties with an opportunity to comment verbally on the Folsom DS/FDR Draft EIS/EIR. Two hearings will allow the public to ask questions, review informational displays, and provide written and/or oral comments. The hearings are scheduled on January 9, 2007, from 2 to 4 p.m. at the Sacramento Library Galleria, 828 I Street, Sacramento, and on January 10, 2007, from 7 to 9 p.m., at the Folsom Community Center, 52 Natoma Street, Folsom. The hearings may be extended by an hour each if necessary.

For additional information on the Folsom DS/FDR Draft EIS/EIR, please contact Mr. Shawn Oliver, Reclamation, at 916-989-7256, TDD 916-978-5608, or soliver@mp.usbr.gov; or Ms. Annalena Bronson, Department of Water Resources, Division of Flood Management, 3310 El Camino Avenue, Sacramento, CA 95821, at 916-574-0359, or annalena@water.ca.gov; or Mr. Peter Buck, Sacramento Area Flood Control Agency, 1007 7th St, 7th Floor, Sacramento, CA 95814, at 916-874-7606, or buckp@saccounty.net. To request copies of the Corps' PAC Report, or for further information on the flood damage reduction features of the Folsom DS/FDR Draft EIS/EIR alternatives, please contact Mrs. Becky Victorine at 916-557-5162.

###

Reclamation is the largest wholesale water supplier and the second largest producer of hydroelectric power in the United States, with operations and facilities in the 17 Western States. Its facilities also provide substantial flood control, recreation, and fish and wildlife benefits. Visit our website at <http://www.usbr.gov>.

Appendix B
Meeting Handouts and Information Displays

WELCOME

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

Welcome to the Public Hearing for the Folsom Dam Safety/Flood Damage Reduction Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR). This hearing provides the public with an opportunity to ask questions, review informational displays, and provide written and/or oral comments on the Draft EIS/EIR. This hearing has been set up in an open house format with seven stations designed to provide you with information derived from the Draft EIS/EIR and Post Authorization Change (PAC) Report. Representatives from the Bureau of Reclamation, the U.S. Army Corps of Engineers, SAFCA, and Department of Water Resources are here to help you provide comments, answer your questions and explain the modifications being proposed to the Folsom Dam and the related facilities. There is also an eighth Comment Station where you will be able to provide oral comments to the Hearing Officer and Court Reporter. The open house has been arranged as follows:

○ **Welcome**

- Sign-in sheets and meeting materials
- Background of Folsom Dam and Reservoir

○ **Roles and Responsibilities**

- Common issues regarding Folsom Dam and Reservoir
- Various roles and responsibilities of each participating agency

○ **Purpose**

- Purpose of the Folsom Dam Safety/Flood Damage Reduction Action
- Description of the five areas requiring improvements: Hydrologic, Seismic, Static, Dam Security and Flood Damage Reduction

○ **PAC Report**

- Corps recommended changes to the Folsom Dam Modification and Folsom Dam Raise Authorizations

○ **EIS/EIR Process**

- Public involvement opportunities
- Project timeline and milestones

○ **Proposed Alternatives**

- No Action/ No Project Alternative
- Alternatives 1 – 5

○ **Impacts and Mitigation**

- Impacts and mitigation measures related to construction of the project
- Potential mitigation for impacts to biological resources, air quality, water quality, transportation, recreation, noise and visual aesthetics

○ **Comment Station**

- Fill out a Speaker's Card to provide oral comments and bring to Comment Station
- Hearing Officer and Court Reporter are here to record oral comments

The Draft EIS/EIR may be viewed online at http://www.usbr.gov/mp/nepa/nepa_projdetails.cfm?Project_ID=1808. Information on the project may be viewed online at <http://www.usbr.gov/mp/jfp/index.html>. The Draft PAC Report may be viewed online at <http://www.spk.usace.army.mil/projects/civil/americanriverwatershed/>

Comments on the Draft EIS/EIR and Draft PAC Report are due by Monday, January 22, 2007. Comments on the Draft EIS/EIR should be sent to Mr. Shawn Oliver, Bureau of Reclamation, 7794 Folsom Dam Road, Folsom, CA 95630, or soliver@mp.usbr.gov; and Mrs. Becky Victorine, U.S. Army Corps of Engineers, 1325 J Street, Sacramento, CA 95814, or rebecca.a.victorine@usace.army.mil. Comments on the Draft PAC Report should be sent to Mrs. Victorine.

For further information, please contact Mr. Oliver, Reclamation, at 916-989-7256 or soliver@mp.usbr.gov; Ms. Annalena Bronson, DWR, at 916-574-0359 or annalena@water.ca.gov; Mr. Peter Buck, SAFCA, at 916-874-7606 or buckp@saccounty.net; or Mrs. Victorine at 916-557-5162 or rebecca.a.victorine@usace.army.mil.

Thank you for participating in this important public meeting!



US Army Corps
of Engineers
Sacramento District

COMMENT CARD

*Folsom Dam Safety/Flood Damage Reduction Action
Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)*

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: _____

NAME: _____

ADDRESS: _____

TELEPHONE: _____

E-MAIL: _____

Mail your comment to:

Shawn Oliver,
Bureau of Reclamation
7794 Folsom Dam Road
Folsom, CA 95630
Email: soliver@mp.usbr.gov

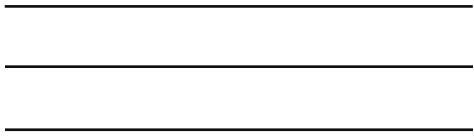
*Comment period ends on
January 22, 2007.*

COMMENT: _____

THANK YOU FOR YOUR PARTICIPATION



**US Army Corps
of Engineers**®
Sacramento District



Place
Stamp
Here

Shawn Oliver
Bureau of Reclamation
Central California Area Office
7794 Folsom Dam Road
Folsom, CA 95630

Fold here and seal at top before mailing

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: _____ Affiliation: _____

Address: _____

I would like to speak

I would like my comments to be read aloud

Comment:

Please continue on the reverse side if needed

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: _____ Affiliation: _____

Address: _____

I would like to speak

I would like my comments to be read aloud

Comment:

Please continue on the reverse side if needed

WELCOME

FOLSOM DAM SAFETY AND FLOOD DAMAGE REDUCTION ACTION

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

Folsom Dam and Reservoir are one of the largest facilities of its type upstream of a major U.S. metropolitan area. In addition to providing water supply, power, and recreational opportunities, the Folsom Facility is also operated to provide flood protection benefits to Sacramento. To ensure that the Facility is capable of meeting its multiple purposes well into the future, improvements to its structures and operational flexibility are necessary.



**US Army Corps
of Engineers** ®
Sacramento District

ROLES & RESPONSIBILITIES

Folsom Dam Safety and Flood Damage Reduction Action Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

Although the Bureau of Reclamation (Reclamation) and the U.S. Army Corps of Engineers (Corps) share common interests regarding the structural integrity, security, and operations of Folsom Dam and Reservoir, Congress has assigned the agencies differing roles and responsibilities. Reclamation is the agency assigned with maintaining the facility, and ensuring public safety related to structural integrity of the dams and dikes that comprise the Folsom Facility. The Corps' primary responsibility is the use of the Folsom Facility to reduce the risk of flood damage in the areas that are within the historic floodplain of the American River.

Through a cooperative effort, Reclamation and the Corps have been evaluating the structural integrity and flood damage reduction capabilities of the Folsom Facility. These evaluations have identified seismic, static, hydrologic, and security concerns that need to be addressed to ensure public safety. Congress has authorized Reclamation and the Corps to collaborate in identifying common solutions to the issues identified for Folsom Dam.

IMPROVING THE STRUCTURAL INTEGRITY OF FOLSOM FACILITIES

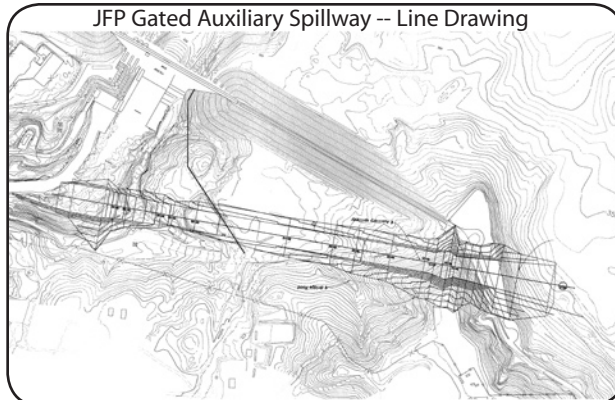
Reclamation is responsible for the safety, security, and structural integrity of Folsom Dam. Reclamation is actively assessing structural improvements for three Dam Safety issues, including: hydrologic (overtopping or failure during a large flood event), static (leakage through earthen dams and dikes), and seismic (movement of the dam during an earthquake). In addition, Reclamation is proposing to upgrade security features for the Folsom Facility.

FLOOD DAMAGE REDUCTION

The Corps is the primary Federal flood management agency in the region. The Corps coordinates flood control operations with Reclamation, The Department of Water Resources, The Reclamation Board of the State of California, and the Sacramento Area Flood Control Agency (SAFCA). The Corps has prepared a Draft Post Authorization Change (PAC) report that is available for public review concurrent with the Draft EIS/EIR. The PAC report describes recommended changes to the Folsom Dam Modifications and Folsom Dam Raise Projects.

JOINT FEDERAL EFFORT

This Draft EIS/EIR addresses project alternatives that include elements of the individual missions of Reclamation and the Corps. The alternatives in the document incorporate actions that both agencies could take jointly to address common hydrologic concerns (the "Joint Federal Project") and actions that could be implemented separately to address specific dam safety, security, and flood damage reduction under specific authorizations and appropriations. For this Draft EIS/EIR, the Corps is a cooperating agency, and intends to adopt the Final EIS/EIR to satisfy NEPA requirements for the flood damage reduction elements of the selected alternative. The Reclamation Board is the CEQA lead agency, and SAFCA is a responsible agency under CEQA.

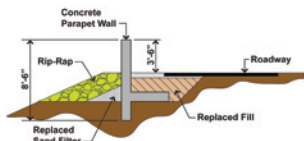


PURPOSE

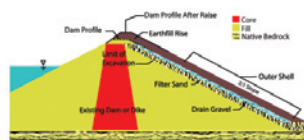
Folsom Dam Safety and Flood Damage Reduction Action Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The proposed improvements address five areas including Hydrologic, Seismic, Static, Dam Security, and Flood Damage Reduction considerations. The Folsom Dam Safety/Flood Damage Reduction (DS/FDR) EIS/EIR provides assessments of alternatives that would address these issues. The Draft EIS/EIR has evaluated five alternatives, identifying potential impacts and mitigations for each.

3.5 foot Raised Flood Wall
Flood Damage Reduction



Typical Dike Raise



DAM SAFETY & FLOOD DAMAGE REDUCTION

HYDROLOGIC

The hydrologic issues are both dam safety and flood damage reduction concerns. Overall, the hydrologic aspects of the alternatives address the ability of the Folsom Facilities to safely manage large flood events without overtopping or failure of any of the dam facilities, and within the design capabilities of the levees along the lower American River when water is released from the facilities during a large storm event. The Draft EIS/EIR addresses several hydrologic control options, including:

- Construction of the Joint Federal Project (JFP) Gated Auxiliary Spillway along the left abutment of the Main Dam that would allow for earlier releases. The JFP Gated Auxiliary Spillway would meet Reclamation's Dam Safety objectives and the Corps' Flood Damage Reduction objectives. The proposed JFP Auxiliary Spillway at Folsom Dam and Reservoir would consist of a control structure with six 23-ft by 33-ft submerged tainter gates and have a total channel length of approximately 3,200 feet.
- Dam Raise that would raise all retention facilities including earthen and concrete structures to a height necessary to increase flood storage capacity.
- Improvements to facility structures (dikes and dams) to strengthen the structures and protect crests from wave wash

STATIC

The static concern relates to seepage of water through earthen dikes and dams. The primary option under consideration involves improvements to the filters and drains that would receive and control any seepage water.

SEISMIC

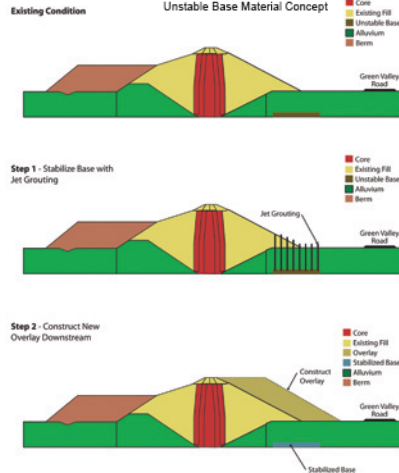
There are concerns related to how the Folsom Facilities would perform during a large earthquake. Of greatest concern is movement of the main concrete dam and failure of the Mormon Island Auxiliary Dam (MIAD). The Draft EIS/EIR assesses the following options:

- Reinforcement of the main dam to increase stability, including reinforcement of pier and gate structures, increasing shear resistance of foundation and concrete blocks, and foundation strengthening improvements.
- Stabilization of MIAD, which is founded upon potentially liquefiable materials. Alternatives to reinforce MIAD include excavation and replacement of the foundation materials, and stabilization of the structure through jet grouting.

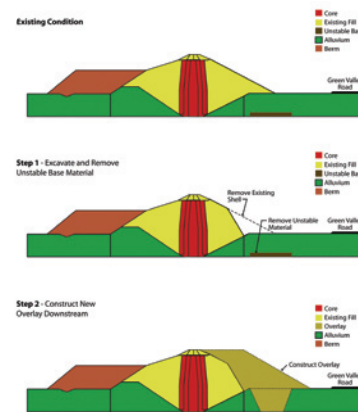
SECURITY

Folsom Dam has been designated as a National Critical Infrastructure Facility. Any compromise of the facility could result in grave property damage and loss of life. The objective of the Security Project is to upgrade the existing level of security by upgrading key security features.

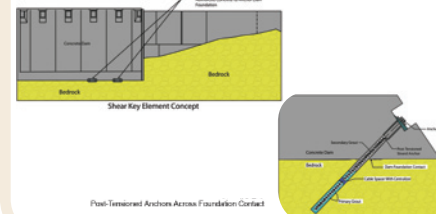
Mormon Island Auxiliary Dam Jet Grouting of
Unstable Base Material Concept



Mormon Island Auxiliary Dam Excavate and Replace Concept



Seismic Reinforcement of Concrete Dam



EIS/EIR PROCESS

Folsom Dam Safety and Flood Damage Reduction Action Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

Decision Making and EIS/EIR Process

The National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) are both processes that provide an opportunity for the public and agencies to help clearly identify and define environmental issues and alternatives to be examined for a proposed action. The NEPA/CEQA process is intended to help public officials make decisions and take corrective actions based on an understanding of the environmental consequences.

How is the Public Involved?

The public is involved at three stages of the EIS/EIR process. First, the public is invited to make comments and suggest alternatives to the project during project scoping (see Scoping below). Second, the public is asked to comment on the results of the environmental analyses described in the Draft EIS/EIR (one of the purposes of this meeting). Third, the public is allowed to comment on the Final EIS/EIR and Environmentally-Preferred Alternative, particularly in the manner that comments on the Draft EIS/EIR were addressed.

Scoping

Scoping meetings were held by Reclamation, the Corps, the Reclamation Board and SAFCA in December 2005 to receive initial public comments on the Folsom Dam Safety/Flood Damage Reduction Action.

Public Review and Comment on the Draft EIS/EIR

The purpose of these hearings is to present the five alternatives analyzed in the Draft EIS/EIR and to present the tentatively preferred alternative. The general public and Federal and State agencies are invited to provide comments in person, by mail, or by email or fax. All comments are due by close of business January 22, 2007. Comments received during the 50-day review period will be addressed in the Final EIS/EIR.

Public Review of Final EIS/EIR

Once the Final EIS/EIR is complete, it will be released for a 30-day period before Reclamation prepares and adopts a decision. It is during this period that the Corps will circulate its Notice of Intent to adopt the Final EIS/EIR and the Reclamation Board will certify the Final document.

An Environmentally-Preferred Alternative — CEQA Requirement

Draft EIS/EIR

The Draft EIS/EIR identifies Alternative #3 (the JFP Gated Auxiliary Spillway with Potential 3.5-foot Parapet Wall Raise) as the environmentally preferred alternative that meets the Purpose and Need of the Folsom DS/FDR action.



WHAT ARE THE ROD AND NOD?

- The Record of Decision (ROD) is the final step of the NEPA process.
- Multiple RODs may be developed to correspond with each agency's authorities and authorizations.
- The ROD(s) will document the alternative or alternative features selected by Reclamation and the Corps, in concert with the Reclamation Board and SAFCA.
- The ROD(s) will identify all of the alternatives considered and summarize and address comments received on the Final EIS/EIR.
- The ROD(s) will include measures to avoid or minimize effects from the selected alternative.
- A Notice of Determination (NOD) will complete the CEQA process for California.



operational
problem
80s

storms of 86

Gate fails
90s

Corps' dam
raise/Folsom
modification

Reclamation Safety
of Dams Evaluation

Reclamation & Corps
seeking solutions
04

October 2005: Notice of
Intent/Notice of Preparation
(NOI/NOP) of Draft EIS/EIR
05

December 2005:
Scoping Meetings

Dec. 2005 to Dec. 2006:
Draft Environmental Impact Statement/
Environmental Impact Report
06

January 2007:
Public Review and Comment on the
Draft EIS/EIR
(You are Here)
07

March 2007:
Final EIS/EIR

May 2007: Record of Decision/
Certification and Notice of
Determination (ROD/NOD)

Late Fall 2007:
Construction Begins

PROPOSED ALTERNATIVES

Folsom Dam Safety and Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The Folsom DS/FDR Draft EIS/EIR evaluates the no action and five action alternatives. The action alternatives selected for evaluation best address the screening criteria relative to each Folsom Facility structure. Each action alternative meets the purpose and need/project objectives and considers technical, institutional, and economic criteria.

PROPOSED ALTERNATIVES

No Action/No Project Alternative: The No Action/No Project Alternative is essentially the existing conditions for the Folsom Facilities. No action would be taken to upgrade the structural integrity, improve hydrologic control, or provide additional flood damage reduction benefits to the Sacramento area. The risk of dam failure and downstream flooding would remain the same.

Alternative 1: Fuseplug Auxiliary Spillway, No Concrete Dam Raise/Embankment and Crest Protection.

- Fuseplug auxiliary spillway
- No raise
- Jet grouting at MIAD
- Toe drains and full-height filters at MIAD and Dikes 4,5 and 6

Alternative 2: Fuseplug Auxiliary Spillway with Tunnel, 4-ft Dam/Embankment Raise

- Fuseplug auxiliary spillway
- Potential 4 ft. raise
- Excavate and replace foundation at MIAD
- Improved drains and filters at MIAD, Dikes 4, 5 and 6 and Left and Right Wing dams

Alternative 3: Joint Federal Project (JFP) Gated Auxiliary Spillway with Potential 3.5-ft Parapet Wall Raise

- Gated auxiliary spillway
- Potential 3.5 ft. concrete parapet wall
- Jet grouting at MIAD
- Toe drains and full-height filters at MIAD, Dikes 4, 5 and 6 and Left and Right Wing dams

Alternative 4: JFP Gated Auxiliary Spillway with 7-ft Dam/Embankment Raise

- Gated auxiliary spillway
- Potential 7 ft. earthen raise
- Jet grouting at MIAD
- Toe drains and full-height filters on all embankments

Alternative 5: No Auxiliary Spillway, 17 ft Dam/Embankment Raise

- No auxiliary spillway
- 17 ft. earthen raise
- Excavate and replace MIAD
- Toe drains and full-height filters on all embankments

Features Common to All Action Alternatives

All of the action alternatives include features to increase seismic stability and improve facility security; they include:

- Seismic improvements to main concrete dam blocks and foundation
- Improve or replace existing spillway piers and gates
- Security upgrades
- Downstream overlay at MIAD



IMPACTS AND MITIGATION

Folsom Dam Safety and Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The Draft EIS/EIR analyzes local, downstream, and cumulative impacts of the alternatives. The features associated with the action alternatives in the Draft EIS/EIR involve activities with the potential for impacts both at the reservoir, and within the communities around the reservoir. Most of the impacts from construction are considered short-term (beginning and ending with construction) and can be mitigated to “less than significant.” Detailed descriptions of the impacts and mitigation for each action alternative are described in the Draft EIS/EIR, but are summarized here.

POTENTIAL IMPACTS AND MITIGATION

BIOLOGICAL RESOURCES:

IMPACT:

- Loss of Oak and Other Habitat Types
- Loss of Valley Elderberry Longhorn Beetle Habitat

MITIGATION: Adherence with USFWS Biological Opinion requirements and the development of a Mitigation, Monitoring, and Reporting Plan

AIR QUALITY

IMPACT:

- Fugitive dust emissions
- Diesel vehicle emissions

MITIGATION: Application of Best Available Control Technologies as outlined in an Air Quality Management Plan (AQMP)

WATER QUALITY

IMPACT:

- Construction within and adjacent to reservoir

MITIGATION: Adherence to Stormwater Pollution Control Plan, Water Quality Sampling Plan requirements

TRANSPORTATION

IMPACT:

- Construction worker traffic
- Materials transport traffic

MITIGATION: Transportation Management Plan (TMP) to identify truck routes and worker shift times that avoid congestion and rush hour traffic

RECREATION

IMPACT:

- Temporary loss of Folsom Point Recreation Area
- Temporary closure of walking and bike paths near construction zones

MITIGATION: Timing of closure due to construction work to occur during non-peak recreation season, when feasible

VISUAL AESTHETICS

IMPACT:

- Landscape form and color changes due to excavation and storage of earthen materials
- A potential concrete parapet wall changing appearance of top of dams and dikes

MITIGATION: Revegetation of disturbed areas to minimize aesthetic impact

CONSTRUCTION NOISE

IMPACT:

- Increase in ambient noise levels
- Heavy equipment operations
- Rock excavation blasting

MITIGATION: Noise production adheres to county and local ordinances; blasting to occur only during daylight hours, noise barriers installed where practical



Appendix C
Written Comments and Public Hearing Transcripts

①

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: CHRIS HODGES Affiliation: BROTHERS BOAT

Address: 7343 Home Leisure Plaza, Sacramento, CA 95823

- I would like to speak
- I would like my comments to be read aloud

Comment:
Would like to comment on the impact of
closing Folsom Point to the users of
Folsom Lake

Please continue on the reverse side if needed

(2)

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction
Statement/Draft Environmental Imp

Name: Bill Watson Affiliation: _____

Address: 200 Wool St, Folsom 95630

I would like to speak

I would like my comments to be read aloud

Comment:

1. We ask that mitigation of the effects on recreation, especially at Folsom Point, be made. Possibly, limiting the borrowing and crushing operations away from the public areas
2. We ask that the comment period be extended
3. We would like a presentation from the Bureau & Corp to our board in the near future.

Please continue on the reverse side if needed



Bill Watson
Vice President
Government Affairs

200 Wool Street
Folsom, CA 95630-2549
(916) 247-9272
Fax (916) 985-4117
bwatson@FolsomChamber.com
www.FolsomChamber.com

3

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: STEVE Hodges Affiliation: SACRAMENTO VALLEY MARINE DEALERS ASSN.

Address: 5322 ~~STATE~~ 7343 HOME LEISURE PLAZA
SACRAMENTO CA 95823

I would like to speak

I would like my comments to be read aloud

Comment:

Please continue on the reverse side if needed

4

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Jermy Toews Affiliation: NCPA

Address: _____

- I would like to speak
- I would like my comments to be read aloud

Comment:

Please continue on the reverse side if needed

5

SPEAKER CARD

Did not give oral comments
-MN

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Russell Harrington Affiliation: CUP Water Association

Address: 1521 I Street Sacramento CA 95814

I would like to speak

I would like my comments to be read aloud

Comment:

1) Reclamation and the Corps of Engineers need to engage in a public review process PRIOR to finalizing a Flood Control / Safety of Dams cost allocation

2) The Dam Raise component should be exclusively allocated to Flood Control

Please continue on the reverse side if needed

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Keon Almeida Affiliation: EDIA Resident

Address: 1428 Lake Hills Dr, EDIA, CA 95762

I would like to speak

I would like my comments to be read aloud

Comment:

On behalf of my neighbors I would like to request that the detailed maps showing the high water level be posted to the web as not all could attend. Several properties in my neighborhood will be impacted by high water level in the event of a storm.

Please continue on the reverse side if needed

Real estate ownership maps sheets 1-12

15

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: VICTOR BECERRIL Affiliation: RESIDENT

Address: 105 SANBORN CT

- I would like to speak
- I would like my comments to be read aloud

Comment:

I favor the proposed changes - (spillway, increased lake capacity)
but I strongly oppose the closing of Folsom Point as a support
for construction purposes

Please continue on the reverse side if needed

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: 1/10/07
NAME: CHET BLOYD
ADDRESS: 3761 Recycle Rd El CA 95742
TELEPHONE: 916/638/8908
E-MAIL: chet@BATRecycling.com

COMMENT: ~~These~~ Proposed closure will affect not only the immediate surrounding areas in the loss of taxable revenue generated by the recreational user. It will also be devastating to the machine industry in the Sacramento and surrounding areas. The loss of revenue to these business will be greatly felt by most and some may even be closed. If there is an alternative I believe we should explore it.
Chet

THANK YOU FOR YOUR PARTICIPATION



SAFCA



US Army Corps
of Engineers
Sacramento District

①

4

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Elinor Brady Affiliation: Property Owner

Address: 1410 Lake Hills Dr. El Dorado Hills CA 95762

I would like to speak

I would like my comments to be read aloud

Comment:

I am concerned about the possibility of raising the dam level above the 3 1/2 ft level currently proposed since this will impact my property and affect it's value.

Please continue on the reverse side if needed

4

SPEAKER CARD



Folsom Dam Safety/Flood Damage Reduction Act
Statement/Draft Environmental Impact Statement

Name: Alfred P. Bulf Affiliation: _____

Address: 1428 Gladstone Drive, Sacramento, CA 95864-2728

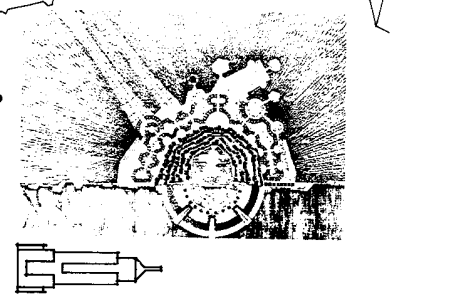
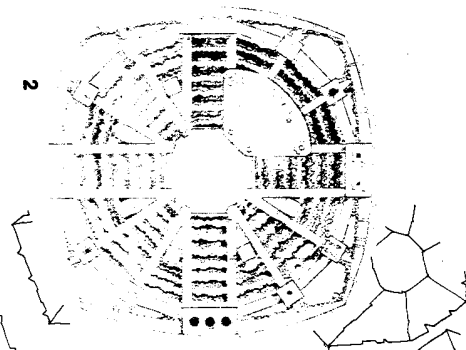
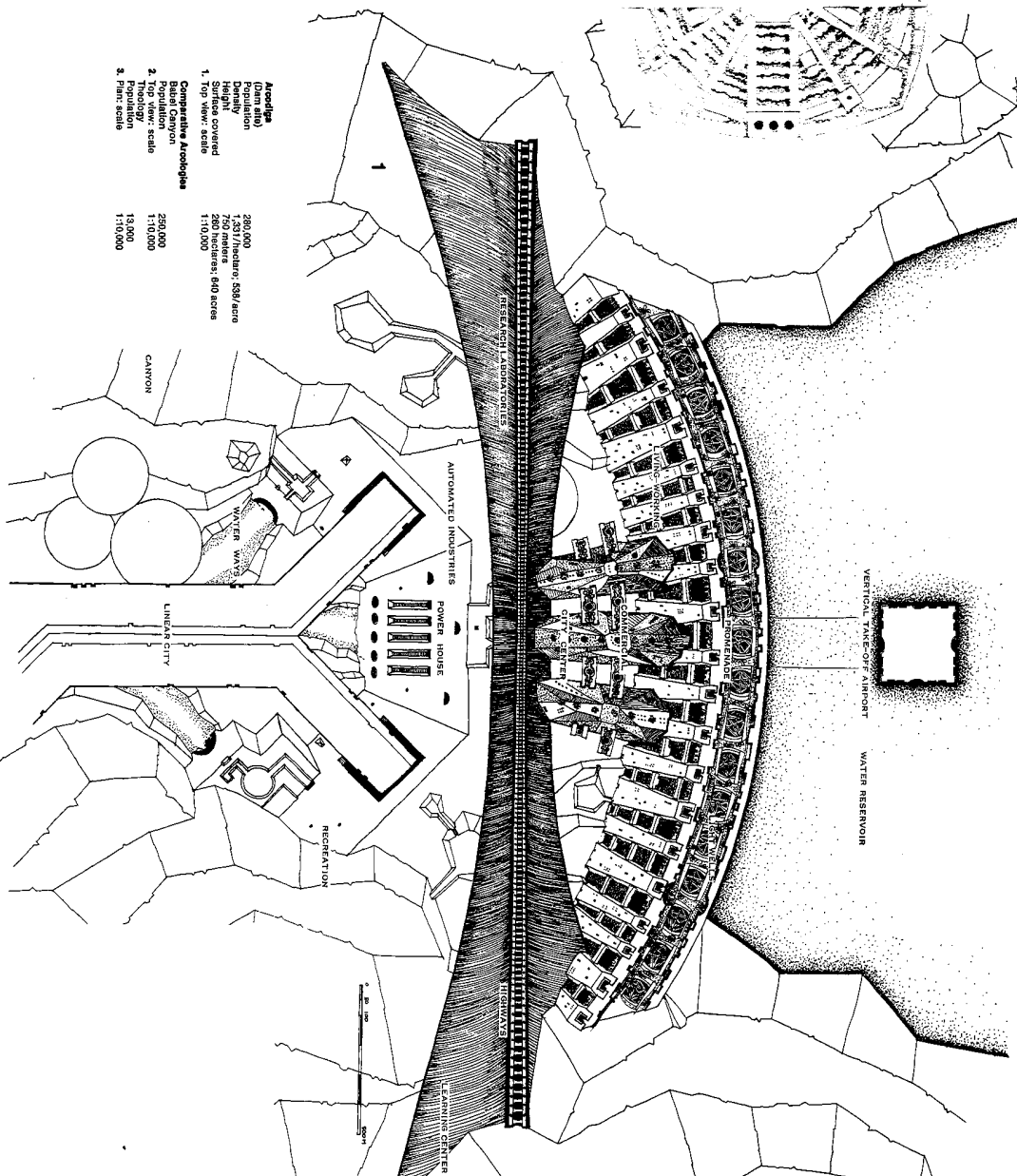
- I would like to speak
- I would like my comments to be read aloud

Comment:

Build the Auburn Dam and don't waste
any more time of money on a temporary fix.

Please continue on the reverse side if needed

18. Arcodiga



Arcodiga (Data site)

Population: 250,000
 Density: 250 persons/acre
 Height: 750 meters
 Surface covered: 250 hectares, 640 acres
 1. Top view: scale 1:10,000

Comparable Arcodigas

Population: 250,000
 Density: 250 persons/acre
 2. Top view: scale 1:10,000
 Plan scale 1:10,000

One may object: If the dam is all of this, why not let it be simpler? The answer is that the dam is not a simple structure. It is a complex system of cells, each with its own function, and each cell is connected to the others in a way that makes the whole system work. The dam is a living organism, and it must be designed as such. The architect's job is not to create a static structure, but to create a dynamic one that can adapt to changing conditions. The dam is a masterpiece of engineering and architecture, and it is a testament to the power of human ingenuity.

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

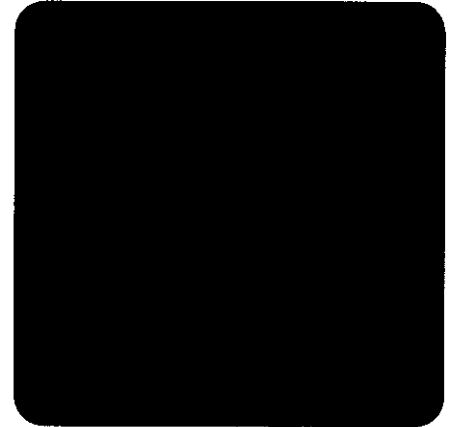
DATE: 1-10-07

NAME: CAROL JAMES / BROTHERS BOATS

ADDRESS: 7450 FOLSOM AUBURN ROAD
FOLSOM, CA 95630

TELEPHONE: 916/988-1704

E-MAIL: CJJamesCA@aol.com



COMMENT: ALTHOUGH IT APPEARS NECESSARY TO REDUCE
BOAT LAUNCHING FACILITIES, WOULD IT BE POSSIBLE TO
ENLARGE THOSE AREAS THAT WILL STILL BE AVAILABLE
FOR THE PUBLIC TO PARK THEIR VEHICLES + TRAILERS?
THE PUBLIC WILL SURELY ADJUST TO LONGER LINES
FOR LAUNCHING, BUT KNOWING THEY CAN LAUNCH AND
STORE THEIR VEHICLES WILL LESSEN THE NEGATIVE IMPACT.
I BELIEVE THIS INVESTMENT WOULD NOT ONLY BE A
GOOD PERMANENT UPGRADE, BUT SHOW THE PUBLIC THEIR
RECREATION INTERESTS ARE STILL ACKNOWLEDGED.

THANK YOU FOR

YOUR ATTENTION

Carol James

THANK YOU FOR YOUR PARTICIPATION



SAFCA



US Army Corps
of Engineers &
Sacramento District

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: 1-10-2007

NAME: Craig R. Larson

ADDRESS: 11361 Folsom Blvd.

Rancho Cordova Ca 95742

TELEPHONE: 916-439-3576

E-MAIL: Craig@Larsonmarine

COMMENT:

Major concerns I have:
Loss of winter access for the thousands of people that call Folsom their home lake.
Loss of revenue to companies that depend on the use of Folsom Lake, who have always supported the lake. The youth of Folsom and outlying areas that will not be able to take part in the wonder and beauty of Folsom Lake. The overall loss of interest into the use of Folsom Lake and the activities such as boating that have helped make Folsom the city it is today. Please leave our boat lanes and access areas open to the people and families that build their memories on the lake!!

THANK YOU FOR YOUR PARTICIPATION



SAFCA



US Army Corps of Engineers
Sacramento District

The loss of revenue to the boat dealers in the Folsom area would be...

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: 1-10-07
NAME: Ken Christensen
ADDRESS: 2030 Salmon Falls Rd.
El Dorado Hills, CA 95762
TELEPHONE: 916-933-1300 916-284-9444
E-MAIL: KENC568@SBCGLOBAL.NET

COMMENT: I manage Folsom Lake Marina at Brown's
Ravine. I just wanted to point out that if
you have extra material and are looking for
a place to store it, we could sure use it.
We really need an earth breakwater at the
marina so we would be able to increase
the number of slips and to better protect
all the boats. We currently have one breakwater
on one side of the entrance, but need to have
them on both sides. Our current breakwater
goes under at elevation 450' and needs to be
raised

Thank You
Ken

THANK YOU FOR YOUR PARTICIPATION



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US Army Corps
of Engineers
Sacramento District

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: 1-9-07

NAME: James Clayburn

ADDRESS: 1078 Pintail Cir.

Folsom 95630

TELEPHONE: 916-294-0130

E-MAIL: james@fullmooncasino.com

COMMENT: I am fully on board with The project and why we are doing it, however I have a large concern about the closure of Folsom Point. Recreation area without providing an alternate option other than overflow to Granite Bay or Browns Ravine for boat launching. The lake launches are already overly crowded in the summer months and there should be an alternate option to closing Folsom Point Launch. You need to either consider not closing it or providing an alternate Launch facility in the Interim. I Live and play in Folsom, if I can't play here any more it makes me think it's time to move to a more accessable lake!

THANK YOU FOR YOUR PARTICIPATION



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Sacramento District

10

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Mike Coffman Affiliation: Resident of Folsom

Address: 152 Keller Cir macoffman@JPS.NET

- I would like to speak
- I would like my comments to be read aloud

Comment:

Mormon Island Aux Dam (earthen Dam) is a
ticking bomb. Not only is it on an old river bed
(non-solid foundation) but it is on/near an earthquake
fault. MIAD is know to have a seepage issue.
Adding increased pressure upon MIAD will only make
the problem worse. Why continue with this project?

Please continue on the reverse side if needed

Like results of the engineering study to be conducted

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

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The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: 1/10/07
NAME: ERICKA COONEY
ADDRESS: 104 Willowcreek dr.
Folsom, CA.
TELEPHONE: (916) 351-5615
E-MAIL: eacooney@comcast.net.

COMMENT: As a 10 year resident of Folsom, I
will not stand by silently and allow
~~the~~ my main source of recreation
and a huge draw to young families
in the area to be shut down for 7 years
Folsom is a large lake, Dyke 7
is already closed to the public, make
use of it for storage. There are other
options that would not leave
thousands of Folsom residents out in
the cold. I am absolutely opposed
to closing Dyke 8, for 7 years or 1
year. Find another option,

THANK YOU FOR YOUR PARTICIPATION



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Sacramento District

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

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DATE: 1/16/07

NAME: DUANE COONEY

ADDRESS: 104 willowcreek Dr.

TELEPHONE: 916 351 5015

E-MAIL: decooney@comcast.net

COMMENT: FIND AN ALTERNATIVE TO CLOSING
DYKE 8 / FOLSOM POINT FOR 7 YEARS. DO NOT
CLOSE DYKE 8.

Thank You
Duane Cooney

THANK YOU FOR YOUR PARTICIPATION



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Sacramento District

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental
Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Ian Cornell Affiliation: Sports, Boat

Address: PO Box 1011, Fair Oaks CA 95628-1011

- I would like to speak
- I would like my comments to be read aloud

Comment:
SUPPORT FLOOD CONTROL MEASURES, BUT OBJECT
TO CLOSURE OF FOLSOM LAKE RECREATION AREAS
DURING CONSTRUCTION

Please continue on the reverse side if needed



SUN & TURF
Sports, Boat & RV Show

Ian Cornell
President

P.O. Box 1011
Fair Oaks, CA 95628-1011

(916) 965-9653
 (888) 862-8924 Toll Free
 (916) 965-1706 Fax
 (888) 837-6559 Toll Free Fax
 ICornell@CornellExpositions.com

MA

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Cindi Dulgare Affiliation: Sacramento State Aquatic Center

Address: 1901 Hazel Ave Gold River Ca 95670

- I would like to speak
- I would like my comments to be read aloud

Comment:

"A Family that plays together, stays together"
Families in the Folsom, El Dorado Hills Area value the
opportunity to spend quality time on the water as a family
to sail, swim, picnic, ski, Fish etc. This project will
will displace recreation users for 5-8 years that is
an entire phase in a families life. If access is

Please continue on the reverse side if needed

Closed the Maripa and Granite Bay will not be able →
will be closed.

It is our request to look into other options for storage and rock crushing - and not negatively affect recreation on Folsom Lake by limiting access to the recreating community

17

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: KRIS GARDNER Affiliation: resident

Address: 208 Willow Creek Dr

- I would like to speak
- I would like my comments to be read aloud

Comment:

The impact of Folsom Point in being used
as staging area would be great for
summer use of Dyke 8 and other boat ramps
around Folsom Lake.
Need to decide on another staging area.
Too long of closure risk.

Please continue on the reverse side if needed

COMMENT CARD

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DATE: 1/10/07

NAME: Mike Garner

ADDRESS: 4137 Yacht Harbor Dr.

TELEPHONE: 209-992-9985

E-MAIL: mgarner@aquapac.com

COMMENT: Keep the vitality of the lake and the surrounding community at the top of priority list. Keep the flow of the lml. plus visitors flowing when the project begins. Enough has happened already with the closure of the dam road. Don't hurt the livelihood's of these people anymore than what they've been subjected to already.

THANK YOU FOR YOUR PARTICIPATION



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2

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Robert Giacometh Affiliation: Individual/Business
owner

Address: 102 Wild Way CT

- I would like to speak
- I would like my comments to be read aloud

Comment:

I OBJECT to closing of Folsom Pt- This
will have a significant impact on
the recreational opportunities for the citizens
of Folsom. I have a fishing guide service
that will be significantly affected by
closing Folsom Pt. Also, I purchased my home
because of its closeness to the lake, by closing
the lake, I will lose a significant value

Please continue on the reverse side if needed

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COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/IR)

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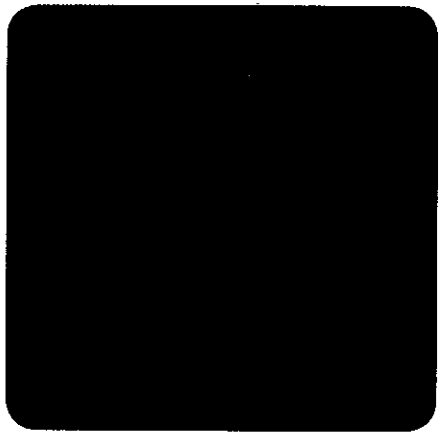
DATE: 1.10.07

NAME: PATRICIA GIBBS

ADDRESS: 5425 LAKE FOREST DR
LOOMIS CA

TELEPHONE: _____

E-MAIL: fizzz@garlic.com



COMMENT: _____

- Please identify any changes to the current take line surrounding Folsom Lake as these changes relate to the various proposed alternatives

please provide this information graphically showing the contour lines around the lake & the current take line.

- Please identify any changes to trail use around Folsom Lake

This meeting was informative

THANK YOU FOR YOUR PARTICIPATION



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5

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Mechelle Cooch Affiliation: Self

Address: 489 Muerer Street Folsom

I would like to speak

I would like my comments to be read aloud

Comment:

I do not want Folsom Point/
Lake closed to recreational
Activity. Six-Seven year closure is
a long time in child's life - if we can't get
on lake (dog bus) we lose a family
Activity that is close!

Please continue on the reverse side if needed.

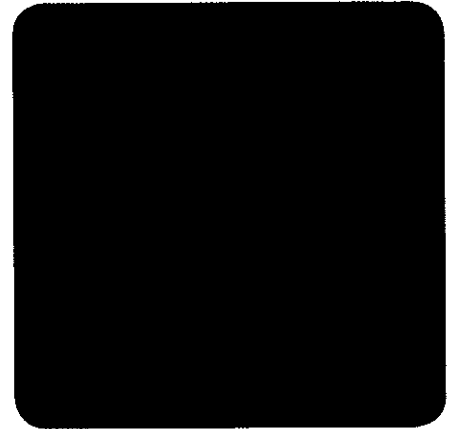
COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

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DATE: JAN 10, 2007
NAME: Melissa Green
ADDRESS: 105 Eveland Ct.
Folsom, CA
TELEPHONE: 916 985-6272
E-MAIL: _____



COMMENT: Project is needed but must be
done without denying public access
to current facilities at Folsom Lake,
including Folsom Point and Beals.
Long term (more than one year) denial
of access depresses home values
and is unacceptable.

THANK YOU FOR YOUR PARTICIPATION



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Sacramento District

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SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: ~~Sarah~~ Sarah Griffith Affiliation: _____

Address: po box 1058 Lincoln _____

I would like to speak

I would like my comments to be read aloud

Comment: → see also spoken

Concerns:

- ① trails be restored to current use by horses bicycles workers
- ② serpentine rock / asbestos exposure of workers / public during construction needs to be considered
- ③ warning system such as ~~sirens~~ siren for when flood gates are opened so extra water flow won't accidentally drown anyone

Please continue on the reverse side if needed

12

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Robert G Holderness Affiliation: Folsom Town & Beach

Address: 80 An Paul Lane, #118 Folsom

- I would like to speak
- I would like my comments to be read aloud

Comment:

Please continue on the reverse side if needed

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: 10 Jan. '89
NAME: Charles A. Hooper
ADDRESS: 188 Stony Hill Dr. Folsom, Ca
95630
TELEPHONE: (916) 983-9980
E-MAIL: CAH@WISLE.CS.COM

COMMENT: Need more access, not less. Please do

the Project(s). But we'd very much like

access, to the letter. More; not less.

Thanks

And we'd like access across on the Dam Road
until the new bridge is built.

Thank You very much.

THANK YOU FOR YOUR PARTICIPATION



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Sacramento District

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: Jan 10, 2007
NAME: Rence Howie
ADDRESS: 2309 H St. #C
Sacramento, CA. 95816
TELEPHONE: 916-446-2836
E-MAIL: r_howie@comcast.net

COMMENT: While this project is well merited, and would yield numerous benefits, it will take resources away from more imminent needs. The proposed bridge would be better located crossing the lake at Horseshoe Bar. It would remove potential danger of attack further from the dam. It would streamline auto & truck traffic as well. Be that as it may, the entire levy system of the Sacramento & San Joaquin rivers need more immediate attention. The Auburn Dam should be built and this project will add to the delays for that. The Auburn dam would provide much needed CO2 free electrical energy -- something that would better address the most serious environmental problem, global warming. I would be glad to participate in the environmental planning related to reservoir expanding or formation as in the case of the Auburn Dam. It could be

THANK YOU FOR YOUR PARTICIPATION



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Sacramento District

(over) ↓

R. Howie
2309 H St. #C
Sacramento, CA 95816

Place
Stamp
Here

Shawn Oliver
Bureau of Reclamation
Central California Area Office
7794 Folsom Dam Road
Folsom, CA 95630

Fold here and seal at top before mailing

(Cont) done wisely, scientifically, and with enhancements
to the riparian habitats and surrounding
forests. I sit on the Board of Golden Sierra,
a 501(c)3 organization dedicated to environmental
enhancements and ecosystem rebalancing.

Thank You.

Anna Howie

P.S. Please provide access to the EIS/PEIR for
the proposed projects.

9

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Renee Howie Affiliation: Golden Sierra (Board Member)

Address: 2309 H St. #C, Sacramento CA 95816

I would like to speak

I would like my comments to be read aloud

Comment:

- 1) The existing main dam gates need to be repaired or replaced to solve the flood danger
- 2) A bridge across the lake could alleviate traffic and address the security/terrorist danger.
- 3) The Auburn Dam would be a MUCH better solution & could be done with ecosystem rebalancing.

Please continue on the reverse side if needed

7

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Carol James Affiliation: BROTHERS BOATS

Address: 7430 FOLSON AUBURN ROAD / FOLSON, CA 95630

I would like to speak

I would like my comments to be read aloud

Comment:

I SUGGEST ENLARGING AND IMPROVING THE
EXISTING AVAILABLE LAUNCH FACILITY TO ACCOMODATE
AS MANY BOATS AS POSSIBLE DURING THE RECREATION
SEASON. THIS WOULD MAKE A GREAT PERMANENT
IMPROVEMENT FOR PARKS & RECREATION.

→ Please continue on the reverse side if needed

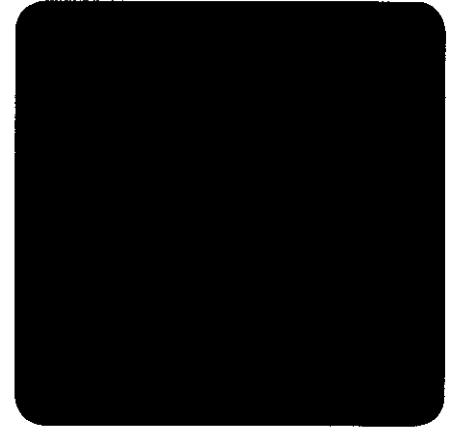
COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: 1/10/09
NAME: RUSS KNAPP
ADDRESS: 1404 LAKEHILLS DR
EL DOMINO HILLS
TELEPHONE: 549 1415
E-MAIL: RUSS@AVALAR4HOMES.COM



COMMENT: WE PREFER PLAN 3. AND STRONGLY OPPOSE
ALTERNATE PLANS 4 + 5.

THANK YOU FOR YOUR PARTICIPATION



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Sacramento District

COMMENT CARD

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DATE: 1/10/07
NAME: Michelle Lipowski
ADDRESS: (Work) 501 Oakdale St
Home) 100 Arrowsmith Ln
TELEPHONE: (916) 223 1632 (cell)
E-MAIL: dixlady@comcast.net

COMMENT:

I have concerns regarding the closure of Folsom Point during work on the dam. Folsom has already experienced long term closure of other park facilities (powerhouse) for 2 years. There must be some way to keep Folsom park open during this construction & keep the revenue flowing from the use of that site.

THANK YOU FOR YOUR PARTICIPATION



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Sacramento District

COMMENT CARD

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DATE: 1/10/07

NAME: Sandy McKaig

ADDRESS: 105 Eveland Ct. Folsom

TELEPHONE: 916-985-6272

E-MAIL: mckaigs@arc.tosrios.edu

COMMENT: As ~~not~~ much as I realize that the project (of some sort) is necessary, public access to the lake at Folsom point should not be limited or even denied. (I would hate to see Beals Pt impacted as well).

I really believe that there should be additional mtgs (town mtg-like) to express viewpoints, to clarify alternatives and impacts, and discuss options or other solutions.

The way this project is being presented and by given only a "comment" card to write concerns on — seems a like a done deal where decisions will be made w/o public opinion.

THANK YOU FOR YOUR PARTICIPATION



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US Army Corps of Engineers
Sacramento District

①

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Madeline Moseley Affiliation: _____

Address: _____

I would like to speak

I would like my comments to be read aloud

Comment:

opposed to closing Folsom point

Please continue on the reverse side if needed

COMMENT CARD

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DATE: 1/10/07

NAME: Gene Moynier

ADDRESS: 7450 Folsom Auburn

TELEPHONE: 916-988-1704

E-MAIL: Bromoynier@ELKgrove.net

COMMENT: Please consider alternate construction
locations for encompassing equipment & materials
to lessen the need for closure of park areas,
the economic impact from closure and
disruption will be significant based on current
proposal, the long term cumulative negative
impact is directly proportional to the amount
of closure and disruption
consider: establish alternate storage
install new ramps or expand existing
storage construction to non prime seasons
develop forum for input of new ideas prior to
final draft.



THANK YOU FOR YOUR PARTICIPATION



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of Engineers
Sacramento District

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: PAUL MOYMER Affiliation: SACRAMENTO VALLEY MARINE ASSOC.

Address: 7450 FOLSON AUBURN RD FOLSOM CA 95630 916-988-1704

- I would like to speak
- I would like my comments to be read aloud

Comment:

Please continue on the reverse side if needed

In the interest of time, I have a prepared statement.

Good evening and thank you for hosting the Public Hearing tonight. I'm Paul Moynier, President of the Sacramento Valley Marine Association. The organization I represent has 30 Members who have boat dealerships within the greater Sacramento Metropolitan area and generate in excess of \$100 million dollars in annual sales.

Tonight...I hope to provide information that will help the Bureau of Reclamation better understand the impacts this project will have on the Boat Dealers, Merchants, City Of Folsom, Parks and Recreation.... and the local economy in the Sacramento region.

As an organization representing the recreational industry, we support properly managed valuable water resources, the flood control upgrade and the bridge crossing at Folsom Lake. It is not our desire to stop this project....but instead help minimize or eliminate the impacts to the business community. As stated in the EIR with interpretation...this project will cause hardship on the local economy.

The City of Folsom, Eldorado Hills and the South Placer Communities use Folsom Lake as the barometer for success. The business community is directly tied to lake levels, public access, and water availability at this facility. After reviewing the EIR for this project, it suggests the closure and or partial closure of several major access points on Folsom Lake which include Folsom Point, Beales Point and Granite Bay. Closure or restriction of any access points to the lake will have significant revenue impacts on the local Boat Dealers and merchants, the City of Folsom and Parks and Recreation who solely depend on this facility for their revenue.

We ask that you allow us to provide input and include us in any way possible through focus groups to help mitigate the lost revenue exposure described in the current plan. We submit to you there are alternate options and ways to complete this project that will minimize impacts to lake access and maintain a healthy business environment for the merchants.

The following items are few suggestions that should be considered:

- Identify alternate staging areas to eliminate park access point closure.
- Minimize or restrict construction during peak summer season time.
- Construct additional lake launching access points and possibly retain after construction is complete.

These are just a few examples of alternate ways to manage this project and help minimize financial loss to the business community.

On behalf of the Sacramento Valley Marine Association, we look forward to providing input and working together to make this project business and community friendly.

Thank you for your time and consideration this evening.

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SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Doug Pepper Affiliation: _____

Address: 1510 Thurman Way Folsom, CA

- I would like to speak
- I would like my comments to be read aloud

Comment:

- 1) This meeting was not publically announced until the day of the meeting. It needs to be a real public comment meeting and rescheduled. No propoganda!
- 2) There are alternatives to closing Folsom Point for 7 years
- 3) There are EIR impacts that are being ignored. Traffic will get worse and businesses will be impacted.

Please continue on the reverse side if needed

The EIR pretty much says "who cares" (over)

The BoR should be renamed the Bureau of
Wreck-lamination for the damage it is doing to
Folsom closing the Dam Road and other Folsom
Point & other lake access points.

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action
Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: 1/10/07
NAME: John Poimiroo
ADDRESS: 1448 Crocker Dr.
El Dorado Hills, CA 95762
TELEPHONE: 916 933-8860
E-MAIL: john@poimiroo.com

COMMENT: I am also concerned about the loss of the public viewing area (Observation Point) at the south end of the dam. That is presently in the State Park Plan as a future restaurant & public view area. I do not see any mention of this as a long-term recreational impact. Some sort of accommodation to retain this viewing area should be allowed.

THANK YOU FOR YOUR PARTICIPATION



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of Engineers &
Sacramento District

Statement to the Bureau of Reclamation

I'm John Poimiroo, Staff Commodore of the Folsom Lake Yacht Club. We are one of the oldest and largest recreational groups on Folsom Lake, having been established in ~~1962~~¹⁹⁵⁶. Our club conducts sailing programs including races, cruises, water safety, instruction and social events on Folsom Lake. On behalf of our members, I urge the Bureau of Reclamation not to close Folsom Point during the time that Folsom Dam is being raised.

Closing Folsom Point would seriously impact Folsom and communities surrounding it, as well as public use of Folsom Lake State Recreation Area. Should the boat launch facility at Folsom Point be closed, most of the boaters who now launch at Folsom Point would shift to the next nearest launch ramp at Brown's Ravine in El Dorado Hills. There is not enough trailer parking at Brown's Ravine to accommodate this shift which now runs at capacity on most weekend days throughout the boating season. Through most of the year only one ramp is available at Brown's Ravine.

Closing Folsom Point would increase traffic both on Natoma Street and Green Valley Road. It would also discourage boaters from using Folsom Lake because of the inconvenience of long waiting times to launch, lack of parking, conflicts arising at the launch ramp because of delays and not knowing whether there will be space at Brown's Ravine to launch. Should Folsom Point be closed, reestablishing boating among those who have shifted to other recreational pursuits will take years. In the meantime, clubs such as FLYC and the marine industry in the Sacramento area will suffer and perhaps be irreparably damaged.

Alternative locations to stage construction equipment and materials exist closer to the dam than Folsom Point, such as near the intersection of the Folsom Dam Road and Natoma St. Large areas of land owned by the California Department of Corrections are accessible from Folsom Dam Road that would allow staging materials on public land closer to the dam and that would also not require that

construction traffic travel along Natoma St nor that Folsom Point be closed for nearly a decade.

So, we ask that you not close Folsom Point and avoid these negative impacts on the Folsom community and boaters.

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: JOHN POIMIROO Affiliation: Folsom Lake Yacht Club

Address: 1448 Crocker Dr. EDM, CA 95762

- I would like to speak
- I would like my comments to be read aloud

Comment:

Please continue on the reverse side if needed

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SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: DON KEND Affiliation: RESIDENT

Address: 201 Cascade Falls Drive, Folsom, CA

I would like to speak

I would like my comments to be read aloud

Comment:
I believe the EIR does not reflect the
~~economic~~ impact on the recreation at
Folsom Point and the corresponding
economic impact on the city of Folsom
Folsom Point has ~~800,000~~ 800,000 plus visitors
a year. It appears that Folsom Point
Folsom

Please continue on the reverse side if needed

will be shutdown or at a minimum severely impacted. This impact must be mitigated by relocating the staging and processing areas ^{of recreation} ~~recreation~~ ^{alternative} ~~recreation~~ areas ^{during construction} that minimize the recreation impact and the ~~economic~~ corresponding economic impact on Folsom and El Dorado County. ~~If the alternative areas result~~ ~~create~~ If there are conflicts between construction haul roads, and ^{access to} ~~access to~~ ^{for alternative recreation area} ~~for the public~~ Folsom Point Recreation, ^{Temp} Temporary Bridges should be built over public access, ^{roads} for safety reasons.

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

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DATE: 1-10-06

NAME: Paul & Lisa Kroy

ADDRESS: 133 Hazelmere Dr.

Folsom

TELEPHONE: (916) 983-7151

E-MAIL: lookup@sbcglobal.net

COMMENT: Specify times of closure. Need plan for mitigate recreational & economic effects for the community.

Your public presentation of the project highlights the need for dam improvement but does not address community impact/quality of life issues for the multi-year project duration.

There must be a way to spread project impact in other areas so as to not put undue burden on any one lake access/recreational point & especially the one that impacts the Folsom community most.

THANK YOU FOR YOUR PARTICIPATION



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US Army Corps of Engineers
Sacramento District

Folsom Dam Safety/Flood Damage Reduction Action
Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: Sac State Aquatic Center

NAME: Brian & Cindy Dulgur

ADDRESS: 1701 Hazel Ave

Gold River CA 95670

TELEPHONE: 916-278-2842

E-MAIL: Cinda@csus.edu

Btdulgur@csus.edu

COMMENT:

The Sac State Aquatic Center uses Folsom Point as a staging area for our summer youth base ski camp, University P.E. Classes, P.W.C. Classes and multi-level ski classes. Students and ^{children} parents walk to the ski beach to meet their instructors - No where else on the lake can accommodate our numbers or program.

Our request is to look into other options for storage and rock crushing, and not negatively affect recreation on Folsom Lake by limiting access.

THANK YOU FOR YOUR PARTICIPATION



SAFCA



US Army Corps
of Engineers
Sacramento District

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action
Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: 01-10-07
NAME: Jim Snook
ADDRESS: 731 SUTTER ST.
FOLSOM CA 95630
TELEPHONE: 916-985-0620
E-MAIL: jim@snookscandies.com

COMMENT: I am extremely concerned for the impact of closing any of the public access to the lake. While the need for flood protection is agreed upon, eliminating any of the launching recreation facilities would be incredibly detrimental to thousands of boat owners. In addition, I was disappointed to see that Economic impact was not a consideration relating to IMPACTS AND MITIGATION. This City has thousands of visitors to the lake that contribute to the local economy. Please consider how any closures to facilities would impact our city.

Jim Snook
Snook's Candies
731 Sutter St.
Folsom, CA. 95630

THANK YOU FOR YOUR PARTICIPATION



SAFCA



US Army Corps
of Engineers
Sacramento District

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action
Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: 1-10-07
NAME: JON SODERMAN
ADDRESS: 1109 GALSTON DR.
FOLSOM, CA.
TELEPHONE: 984-5678
E-MAIL: taperj@comcast.net

COMMENT: I AM IN FAVOR OF IMPROVEMENTS,
I WOULD FAVOR LOOKING AT ANY OTHER
ALTERNATE SITES OTHER THAN FOLSOM POINT,
AS THE CLOSURE OF THE DAM REL. HAS
ALREADY SIGNIFICANTLY AND FINANCIALLY
PUT A BURDEN ON THE TOWN OF FOLSOM
AND ITS RESIDENTS.

THANK YOU FOR YOUR PARTICIPATION



SAFCA



US Army Corps
of Engineers
Sacramento District

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: 1-10-06

NAME: CINDY SPEER

ADDRESS: 1109 GALSTON

TELEPHONE: 916 984-5678

E-MAIL: _____

COMMENT: Today on the news, was the first, I
heard of this meeting, Why were the
residents in Folsom not notified of this
meeting before today?

Where are the alternative sites?
We moved to Folsom (+ use Folsom point
every weekend during the summer.) Because
of the access to the lake is why
we moved to this area.

THANK YOU FOR YOUR PARTICIPATION



SAFCA



US Army Corps
of Engineers
Sacramento District

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: 1-10-07

NAME: Dennis Swenson

ADDRESS: 8100 Granite Oaks DR
Granite Bay CA 95746

TELEPHONE: 916-786-9017

E-MAIL: dcswenson@comcast.net

COMMENT: I am a homeowner in the Park Vista
neighborhood (next to the Granite Bay entrance
of the park) and would like to know how
this project will affect my property.

Sincerely,
Dennis Swenson

THANK YOU FOR YOUR PARTICIPATION



US Army Corps
of Engineers
Sacramento District

14

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: WIK Veloz Affiliation: NCAIA

Address: _____

- I would like to speak
- I would like my comments to be read aloud

Comment:

Please continue on the reverse side if needed

COMMENT CARD

Folsom Dam Safety/Flood Damage Reduction Action

Draft Environmental Impact Statement/Environmental Impact Report (Draft EIS/EIR)

The public is invited to provide comment on the Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report.

DATE: 1-10-07

NAME: JASON ZARGHAMI

ADDRESS: 1456 LAKE HILLS DR

TELEPHONE: 916-941-9503

E-MAIL: JASON.ZARGHAMI@INTEL.COM

COMMENT: ALT #3 TO RAISE WATER LEVEL BY 3.5 FT
IS THE RIGHT ALTERNATIVE.

ALT #5 TO RAISE THE WATER LEVEL BY 17 FT
IS PLAIN BAD. SAFETY OF THE DAM PLUS
TOO MANY PROPERTY TO BE EFFECTED BY 17 FT
OF WATER. WHY EVEN CONCEDE SUCH A BAD
ALTERNATIVE?

ALSO HAVE AREA PHOTOS & WATER LINE INFORMATION
AVAILABLE ON A WEB PAGE FOR ALL EFFECTED PROPERTY
OWNERS TO REVIEW.

THANK YOU FOR YOUR PARTICIPATION



SAFCA



US Army Corps
of Engineers &
Sacramento District

18

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: Taylor Zenobia Affiliation: RESIDENT / STUDENT

Address: 133 DARRINGTON DR. FOLSOM, CA

- I would like to speak
- I would like my comments to be read aloud

Comment:

Please continue on the reverse side if needed

16

SPEAKER CARD

Folsom Dam Safety/Flood Damage Reduction Action Draft Environmental Impact Statement/Draft Environmental Impact Report (DEIS/DEIR)

Name: KENT ZENOBIA Affiliation: RESIDENT

Address: 133 DARRINGTON DR FOLSOM CA

I would like to speak

I would like my comments to be read aloud



Kent E. Zenobia, PE, DEE
Senior Program Manager

URS Corporation
Crown Corporate Center
2870 Gateway Oaks Drive, Suite 300
Sacramento, CA 95833
Tel: 916.679.2000
Direct: 916.679.2210
Cellular: 916.425.0749
Fax: 916.679.2900
kent_zenobia@urscorp.com

continue on the reverse side if needed

Act 3 (Error) Does not mention Overlay to MIFAD
& Major Impact to FP

Base
Water Haul of Fill to MIFAD ~~so~~ using
with short truck hauls to from
Water Site & conveyors could
be cost-effective.

Impact to FP

the Sign

**Folsom Dam Safety/Flood Damage Reduction Action
Draft Environmental Impact Statement/Environmental
Impact Report (Draft EIS/EIR)**

Public Meeting Speakers List

Date: January 09, 2007

Location: Sacramento Galleria
828 I Street, Sacramento, CA 95814

Order	Name	Affiliation
✓- 1	Chris Hodges	Brothers Boat Boat dealer
✓- 2	Bill Watson	Folsom chamber of commerce
✓ 3	Steve Hodges	
✓ 4	Jerry Toenges	NC Power agency
✓ 5	Russell Harrington Did Not give oral comments, comment card only	CVP Water Association

REPORTER'S TRANSCRIPT OF PUBLIC COMMENTS FOR
PUBLIC HEARING IN THE MATTER OF
FOLSOM DAM SAFETY/FLOOD DAMAGE REDUCTION ACTION
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL
IMPACT REPORT

Tuesday, January 9, 2007

REPORTED BY: SHERRI STARR, CRR; CSR #10245 (01-389860)

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2:00 P.M.

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CHRIS HODGES: I'm Chris Hodges and I'm from
5 Brother's Boats. We're a boat dealer in Sacramento.

6

Two comments: One, procedurally, is we found
7 out about the details of how Folsom Lake is going to be
8 impacted very late. I only became aware of it last week
9 on Thursday, and I know the report was released on the
10 21st just before Christmas, but the news really hasn't
11 gotten out and I think there are a lot of people that
12 want to comment that aren't aware yet, so that's one
13 point.

14

The second thing is as it relates
15 particularly to the closure of Folsom Point to
16 recreation and use, if it was a request, our request
17 would be that that wouldn't occur and it looks like
18 there's an alternative to put the processing facility
19 perhaps to the east side of the Mormon Island or Dike 9,
20 the east end of it, and thereby avoid having to close
21 Folsom Point.

22

I don't know all the factors that would be
23 involved and how reasonable that alternative is, but
24 closing Folsom Point would have a large impact on the
25 whole community on the southeast side of the lake, there

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would only be one access point left and that is a tight
2 access now up at the marina. There would still be
3 access on the south side of the lake, but it's only at
4 the marina and that's a rather limited facility.

5 So to repeat it, our request is the processing
6 facility be moved to the east end of the Mormon Island
7 area to keep Folsom Point open.

8 It seems from the EIR over 800,000 people or
9 users would be affected by the closure of Folsom Point,
10 and I would think that that would translate to several
11 million to \$10 million of lost opportunity at least and
12 that that could be mitigated by moving the facility, the
13 processing plant. It would be more expensive to have
14 the processing plant in the Mormon Island area on the
15 east side but the other side of it is that it would be
16 much less impact to the public and I think a good idea.

17 --oOo--

18 BILL WATSON: We would like to ask that the
19 Bureau and Corps give definite consideration to
20 mitigating the effects on recreation especially at
21 Folsom Point. We suggest that they consider moving the
22 burrowing and crushing operations to areas other than
23 the public areas so that the Point can stay open. The
24 economic impact of closing Folsom Point on our
25 community, the City of Folsom, was not considered in the

3

1 document at all and we've already been hit hard by the
2 closing of the dam road. And to have this on top of it
3 really compounds the problems in our city.

4 Second, we would like to request that the
5 comment period be extended. We were not notified of the
6 document or the comment period and so we were unaware
7 until this last Friday that we had a responsibility.

8 And finally, we would like to have a
9 presentation from the Bureau and the Corps to our board
10 of directors, if that could be arranged in the very near
11 future.

12 --oOo--

13 STEVE HODGES: First, I guess the first
14 comment was the lack of notice or actually we just
15 didn't -- it's hard to get notified which we've
16 discussed. We're not in the loop, the public loop.

17 And then I think the recreational aspects
18 of -- we were trying to keep Folsom Point open as much
19 as possible because that's our main access to the lake
20 from that side, from the Folsom side which is really
21 heavily used, one of the most-visited parks in the
22 state.

23 But talking to the engineers, I understand
24 that closing Dike 8 is really part of the development --
25 the improvement of the Mormon Island Dam and you really

4

1 can't get around it because of all the material they
2 need to put there, and they need to get access through
3 the main dam when they're doing the excavation at Mormon
4 Island.

5 So I would really like to see alternative
6 facilities. We have other locations that we could use
7 for access point in the park or the lake, if you will,
8 that are underdeveloped and if we could get those
9 expanded. Like there's one a few miles from Folsom
10 Point, the Brown's Ravine, if that facility could be

11 expanded and that would, I think, do a lot to help the
12 recreational loss of Folsom Point.

13 MR. NEPSTAD: Right. So basically make up for
14 the loss of access by increasing the capacity of the
15 other access points and even getting some of these that
16 are under development put in earlier maybe than they
17 would have otherwise?

18 STEVE HODGES: Or, yeah, I don't think there's
19 any plans of improvement or that I know of, at least the
20 Brown's Ravine facility, so that would be a real bonus,
21 and we were talking to -- was it John or one of the
22 engineers said that it's unclear that Folsom Point, at
23 what times it actually needed to be closed so I'm not
24 sure.

25 MR. NEPSTAD: So clarity on when it would be

5

1 out of operation then?

2 STEVE HODGES: Yeah, I guess that would be a
3 question. There again, I wouldn't want to slow the
4 project down by making it be open during the
5 construction. I think the progress of the project would
6 be the main concern, getting the thing finished.

7 He also mentioned that with all the material,
8 there could be -- Folsom Point when they're through,
9 could be really changed and developed into a different
10 type of facility, expanded, so that's kind of exciting
11 to see. I don't know if the Bureau has any plans for
12 that or not.

13 MR. NEPSTAD: Okay, and that would be
Page 5

14 something good to have explained?

15 STEVE HODGES: Right, because they're the ones
16 that manage the public recreation. So that would be a
17 suggestion. That's it.

18 --oOo--

19 JERRY TOENYES: I've got some comments here.
20 The first comment I have is it's not abundantly clear
21 when you look at the EIS document that there's kind of
22 three different segments. There's the Dam raise which
23 is the Corps engineers project; there is the auxiliary
24 spillway, which is the Joint Federal Project; and then
25 there's the Mormon Island which is the safety of dams

6

1 project.

2 And I think it would be good right up front to
3 make that so that it's real clear when you look at the
4 document that there's kind of three separate parts
5 there. And you could include I'm sure other phases to
6 that besides that, that's L.L. Anderson, the bridge, the
7 environmental work, those type things and whether those
8 are -- I think those are all Corps projects too.

9 MR. NEPSTAD: And it would be to get it
10 up-front organized a little better so it's easier to
11 follow through?

12 JERRY TOENYES: Yeah. And then most of my
13 comments aren't really in the EIS itself but it's stuff
14 that certainly that has an impact on the water and
15 power. The first one is the cost allocation. You know,
16 I think it should be clear that for the, for example,

17 the Dam raise, the Dam raise is 100 percent flood
18 control which is a Corps project. Now, maybe you got
19 reimbursed responsibilities there with SAFCA, but I
20 think it should be clear as to what that is, you know?

21 MR. NEPSTAD: Right. How the cost are
22 allocated for the various phases?

23 JERRY TOENYES: That's right. For the
24 spillway, now that's going to be one that's going to be
25 split between flood control and safety of dams. And

7

1 then we've got the Mormon Island that's going to be
2 safety of dams. But on the split between flood control
3 and safety of dams, how that's going to occur in the
4 process.

5 Quite frankly, we just rolled out in the 2002
6 report a proposal, you know, here's the number. It was
7 kind of like set in concrete. We didn't have any input
8 into it and then later on it was said that, well, no, it
9 wasn't really wasn't 48 percent/52 percent, we made an
10 error. It should have been 42 percent/58 percent. We
11 don't want to have that surprise. We want to be able to
12 have the public input, know it and understand it, okay,
13 we got it and we support it.

14 And then I think kind of in conjunction with
15 that too should be the cost of the alternatives. In the
16 listing, there's nothing in the EIS on that. I
17 understand there's another document maybe that has some
18 of that but, I mean, this was the first time I saw this,
19 the \$950 million. So I think it would be good to have a
Page 7

20 listing of what the costs are, and I'm assuming that the
21 fuse plug would be cheaper than the Joint Federal
22 Project, but I mean, and you can't see that from there
23 and that's very helpful, quite frankly, for cost
24 allocations.

25 One other item to comment on is the

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1 temperature control device. I think there's a real
2 opportunity here. I think, you know, it isn't, again,
3 clear in the EIS what's going to be done on the
4 temperature control device. I think there's a real
5 opportunity to do something similar to what was done at
6 Shasta where you're able to go down below where the
7 penstock level is too and so that you can really control
8 what the temperature is. And I think the environmental
9 community would be very supportive of that too because
10 they would want to know what the temperature is and be
11 able to manipulate that.

12 Right now, it's pretty rudimentary. You pull
13 off a shield or whatever that is, you know, it's just
14 got three segments. It's pretty rudimentary, and I
15 think with maybe just a little more thought and maybe
16 not too much more cost, you can put a pretty good
17 temperature control device.

18 The next comment would be there are different
19 projects going on, different parts, but one part is the
20 reoperation of the Folsom Dam which is separate from
21 this but certainly linked because what you come up with
22 here for the preferred alternative is going to have a

23 tie-in on the reoperation there so something should be
24 matched a little bit more on the reoperation.

25 And what I really encourage is any EIS/EIR,

9

1 you have a statement in there that the flood control
2 reservation is 400,000/600,000-acre feet. But I think
3 there's a opportunity to -- you also talk about doing
4 prerelases. Well, what I might encourage is don't get
5 set on 400,000/600,000. I think as we get smarter as we
6 go through this and talk about for case-based operations
7 which the Corps is looking at.

8 Maybe, I think, it would be easier -- it
9 should be better, I think the environmental community
10 and water and power users would like to see a fuller
11 reservoir but make prerelases two or three days ahead
12 of when the storm's coming in to get down to whatever
13 level you think is going to be necessary for the storm.
14 And if you don't have a storm, which is nine times out
15 of ten you're not going to have a storm coming, so it
16 won't affect it.

17 But then you've got a higher level, especially
18 in dry years, to carry over to meet all your water
19 quality issues in the American River and the Delta and
20 all that, and plus you've still got water obviously for
21 the water interests and power, M&I interests, and Fish
22 and Wildlife interest.

23 So I just encourage you to stay flexible in
24 that reservation about whether you're locking that in
25 because once you lock something and here's the rule. I

1 think we need to be wiser as we go in the future on that
2 one because water's going to get tighter and tighter, so
3 making prereleases and then not having the reservoir
4 filled up is not in anyone's interest. And we certainly
5 have an example of that just in 2004, so pretty recently
6 that occurred.

7 And then the last comment I have is on
8 security, security features. That's more of a
9 Reclamation feature, I think, but you know it's
10 mentioned but it isn't mentioned what the project's
11 going to be and how much of that, again, is going to be
12 the responsibility of water and power to pay.

13 And, you know, probably there's some national
14 security where you don't want to go in and do much
15 detail, but you've got to give us enough information so
16 we know what's going on as far as what our cost
17 responsibility is. If you're stringing out a big
18 powerline or something like that, you know, we need to
19 know that as far as what the capital costs and what the
20 O&M cost responsibility is going to be on that.

21 So I will be submitting these type of comments
22 in writing too before the 22nd, but as long as I'm
23 sitting here today, I want to give you the oral comments
24 too.

25 (Public Hearing was adjourned at 4:17 p.m.)

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CERTIFICATE OF REPORTER

I, SHERRI STARR, a Certified Shorthand Reporter, hereby certify that said proceeding was taken in shorthand by me, a disinterested person, at the time and place therein stated, and that the proceeding was thereafter reduced to typewriting, by computer, under my direction and supervision;

I further certify that I am not of counsel or attorney for either or any of the parties to the said proceeding, nor in any way interested in the event of this cause, and that I am not related to any of the parties thereto.

SHERRI STARR, CSR No. 10245

**Folsom Dam Safety/Flood Damage Reduction Action
Draft Environmental Impact Statement/Environmental
Impact Report (Draft EIS/EIR)**

Public Meeting Speakers List

Date: January 10, 2007

**Location: 52 Natoma Street
Folsom, CA 95630**

Order	Name	Affiliation
1	Madeleine Moseley	
2	Robert Giacometh	
3	Doug Pepper	
4	Alfred Bahl	
5	Mechelle Gooch	
6 6	Ian Cornell	
7	Carol James	
8	Elinor Brady	

**Folsom Dam Safety/Flood Damage Reduction Action
Draft Environmental Impact Statement/Environmental
Impact Report (Draft EIS/EIR)**

Public Meeting Speakers List

Date: January 10, 2007

**Location: 52 Natoma Street
Folsom, CA 95630**

Order	Name	Affiliation
9	Renee Howie	
10	Mike Coarman	
11	Patricia Gibbs	
12	Robert Holderness	
13	Don Reid	
14	Mk Veloz	NC Marine Association
15	Victor Becerra	
16	Kent Zenobin	

**Folsom Dam Safety/Flood Damage Reduction Action
Draft Environmental Impact Statement/Environmental
Impact Report (Draft EIS/EIR)**

Public Meeting Speakers List

**Date: January 10, 2007 Location: 52 Natoma Street
Folsom, CA 95630**

Order	Name	Affiliation
17	Kris Gendner	
18	Taylor Zenobin	
19	Sarah Griffith	

Transcripts_01102007

REPORTER'S TRANSCRIPT OF PUBLIC COMMENTS FOR
PUBLIC HEARING IN THE MATTER OF
FOLSOM DAM SAFETY/FLOOD DAMAGE REDUCTION ACTION
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL
IMPACT REPORT

Wednesday, January 10, 2007

REPORTED BY: SHERRI STARR, CRR; CSR #10245 (01-389861)

2

7:00 P.M.

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MADELEINE MOSELEY: Anyhow, the reason why I came is that I don't think we should raise our dam. The main thing we should do is build the Auburn Dam. Our Folsom Lake is just a puddle. And they said that they're going to close Dike 8. I don't want Dike 8 closed, and I know that is for the -- I think they're going to put a tunnel if there's a big rain so that they can divert the water. They were talking about the main dam to put in more openings to release the water, and instead they're going to not do that. We've got enough openings in that dam to open up, so we don't need -- but this here is going to be like a tunnel and diverting from the Dam Road and it's terrible.

17

But anyhow, I don't want them to do that, and the main thing to do is to build the Auburn Dam and that will give us water and everything else because our little dam out here, they said it would take about four or five years to fill it up. The first year, we had a rain, and it overflowed.

23

I've been a resident in Folsom in the area of Folsom since 1939. We want to be able to use Folsom Lake and to see it because we can't see it if they raise

25

2

1 it. We had an observation point up there and we used to
2 go out there and of course, you know, like the Bureau,
3 they told us that that was just temporary and the City
4 of Folsom would not do anything about it, so now that's

5 the reason why we've got to have a new bridge.

6 And another point I'd like to make is what are
7 they going to do with the Mormon Island Cemetery?
8 Nobody knows where it's at and it's not being addressed
9 and they just hope it will disappear, and I will not let
10 it disappear. There are bodies still there. The thing
11 is that there's people -- you can't move bodies unless
12 you get permission from their family and we don't know
13 where their family is.

14 The reason why the bodies, some bodies, were
15 moved from there before, they flooded the lake and they
16 moved it over to Mormon Island off of Green Valley Road.
17 But those people, they had relatives to sign them out
18 but the other ones, they're still there which is a shame
19 because they said they're going to put their equipment
20 there.

21 ROBERT GIACOMETTI: I wanted to offer my input
22 into objecting to Folsom Point being closed. The City
23 of Folsom will be denied recreational access, it would
24 have a significant impact on the community denying us
25 access to the lake. It would have a financial impact

3

1 too.

2 I'm an avid bass fisherman and I have a
3 fishing guide service that will be impacted by closing
4 access. We'll have to go significantly out of our way
5 to access the lake for my business, and it will have an
6 impact on possible fishing tournaments coming to Folsom
7 Lake because they'll have less areas to launch in.

8 A fishing tournament -- a good fishing
9 tournament can bring 100 anglers from outside of the
10 area who may be here for two days. They'll stay in
11 rooms, they'll buy meals at restaurants, and not having
12 that in the communities is going to have a significant
13 financial impact on the community. If you close one of
14 the areas that gives access to the lake, it may
15 impact -- make the other one so crowded that these
16 organizations won't come out to Folsom Lake at all so it
17 will affect the outlying areas also.

18 One of the other major issues is when I
19 purchased my home, one of the attractive things for me
20 was being close to Folsom Lake, and that's what was
21 listed in the listing, because pursuit of the outdoors.
22 So I feel by closing Folsom Point, it's actually going
23 to have a negative effect on my property value because
24 I'll no longer be able to access the lake.

25 So I would really encourage the powers that be

4

1 to look at finding an alternate site to do whatever
2 staging they have to do to keep the Folsom Point open.
3 If they are going to submit mitigation, offer mitigation
4 of some sort, it needs to be in the form of some sort of
5 recreation for the citizens. Citizens are losing
6 recreation; they need to be mitigated with recreation.
7 I don't have any specific suggestions at this time I can
8 think about, but may come up with them later.

9 DOUG PEPPER: I'm here to voice objections to
10 the alternatives that proposed closing Folsom Point for
Page 4

11 up to seven or eight years for what appears to be
12 staging of equipment. I'm not here because I care
13 whether they build a gate, dam, spillway, or an
14 auxiliary spillway. The technical part does not matter.
15 I'm here because of the impacts it will have on
16 recreation for the lake, the impacts it will have on
17 traffic and the environment.

18 My understanding is this is supposed to be to
19 review the Environmental Impact Report, and I don't
20 believe most of the Environmental Impact Report properly
21 addresses the impact. Most of it is blown off, that's
22 the technical term for ignored, including traffic and
23 frustrations. I believe the issues with traffic will be
24 worsened because this is starting before the new dam
25 bridge will be completed, increasing more traffic

5

1 through town and to other areas of the lake. So my
2 objection is to the way they're planning it.

3 I'm also objecting to the way they
4 communicated this meeting. Most people here I believe
5 are here only by word of mouth. The Bureau did a really
6 poor job in communicating -- actually, they didn't even
7 do a job of communicating it, there was no public
8 information in newspapers or on TV until today. Today
9 was the first time we saw it in the paper and the
10 meeting was tonight.

11 I believe the Bureau needs to have another
12 session, not propaganda, but a session where people can
13 give comments in a public room and hundreds of people

14 can cheer on the person speaking against the Bureau of
15 Reclamation, w-r-e-c-k, wreck-clamation, which is exactly
16 what they're trying to do to Folsom, wreck it with
17 closing the Dam Road, wreck it with closing the Folsom
18 Point and other Folsom Lake access points. I think that
19 will be my comments for now, how's that?

20 ALFRED BULF: I came tonight because I believe
21 by raising the present dam, you weaken it. Some of the
22 engineers I work with have said this. My brother has
23 said this and he's a soil engineer, and I believe they
24 should build the Auburn Dam because I moved to the
25 Auburn area in 1949 from San Francisco and we saw, over

6

1 a number of years, we saw the bridge at the bottom that
2 leads from Placer County to El Dorado County get carried
3 away twice because of flood waters.

4 And my father always told us that water was
5 the most important thing. And I know aboard a ship,
6 where I was in a nuclear ship, where you can either
7 store water or you can make it. And you have to use
8 energy to make it.

9 So going along with building Auburn Dam, I
10 believe reforestation is very important for the
11 surrounding watershed. I spent a lot of time in Japan
12 because our ship needed repairs in a port down from
13 Yokohama in Tokyo Bay. We used to go up to Hakone
14 National Forest. This was the forest that surrounds Mt.
15 Fuji, so you know, the Japanese holy mountain, Shinto
16 religion.

17 I saw a lot of Japanese dams up there and I
18 talked to some of Japanese forest people and they told
19 me that maintaining a good forest in back of the dam was
20 just as important as building a good dam as far as
21 storing water, and we have been very neglectful doing
22 that.

23 I know the Chinese had trouble with the
24 Yangtze for thousands of years and spent \$24 billion and
25 that took care of the problem. And I know the

7

1 Brazilians built the Parana River -- on the Parana River
2 built the Itaipu, which is one of the largest dams in
3 the world shared by Paraguay and Brazil. And then I
4 know the Chinese now are building additional dams in the
5 upper Mekong and Brahmaputra, the rivers that drain from
6 the Himalayas and India too because of their expanding
7 populations.

8 I, myself, like to take a shower at least once
9 a day and I know how water is precious because I have a
10 lot of Palestinian friends that get their water turned
11 off and on by the Israelis who control the utilities
12 over in the Gaza Strip and also in the west bank, people
13 don't realize that, so water is very precious.

14 Here in the United States everybody uses an
15 average of 300 gallons per person. If you were in
16 Africa, you'd be lucky to use 10 gallons. So water is
17 very precious and it's going to be even more precious in
18 the future with the impressions of -- because the
19 impression of larger populations in California because

20 the population now in California is 35 million. In 20
21 years, it's supposed to go to 50 million and we need to
22 plan ahead, and I hope Mr. Arnold under the dome
23 realizes that. Because where my father's from, he was
24 an Austrian, and they do that, they maintain their
25 forest and they build nice dams for water. Thank you

8

1 for your time.

2 MECHELLE GOOCH: Obviously, I have to let the
3 professionals decide what's best as far as the flood
4 control and financial end of it; however, as a Folsom
5 person who moved here because of the lake, I don't want
6 Folsom Point/Dike 8 closed off to recreational
7 activities.

8 I own a boat, I have kids. Six years is a
9 long time in a lifetime of a child. My youngest is nine
10 and six to seven years optimistically he's going to
11 start going to college and won't even be here. We're
12 losing the time we want to spend on the boat with our
13 son. So they need to find another alternative to
14 closing down Dike 8.

15 IAN CORNELL: I'm here representing actually
16 multiple viewpoints. And first of all, I've got to say
17 that I support the flood control measures that are being
18 proposed.

19 I'm president of the Sacramento Sports, Boat,
20 and RV Show. Through that, I'm representing interests
21 of the hundreds of outdoor product dealers and as a
22 de facto representative of millions of outdoor

23 enthusiasts who have visited the show -- Sports, Boat,
24 and RV Show I should say -- during its 54-year history.
25 Folsom Lake is an important asset for outdoor

9

1 recreational enthusiasts. Closing access to its
2 shorelines and boat ramps would be very detrimental to
3 recreational enthusiasts and also extremely damaging to
4 the boat, recreational vehicle, and outdoor products
5 retailers in the region.

6 I'm also a boater and I buy the annual pass to
7 use Folsom Lake and we use Folsom Lake dozens of times
8 each year. It's a source of recreational entertainment
9 and pride, and as a side note, as I'm sure there are
10 representatives of Chamber of Commerce will be saying,
11 it's true that when we go to the lake, we stop at the
12 stores, the restaurants to stock up the ice chests, to
13 fill the gas tank on the way into the lake. And after a
14 day at the lake, we're starving. We hit the gas station
15 to fill up, we hit the restaurants to grab dinner. So
16 the local economy is greatly impacted by us as users and
17 boaters as a whole.

18 My third representation is I'm a multi-sport
19 athlete. I use the lake and its shoreline for training
20 and biking, running, and swimming, and I participate in
21 the triathlons and duathlons that are held at the lake
22 each year.

23 The lake access points are already impacted.
24 They're very busy at peak times. There's lots of room
25 on the water but limited room on the launch ramps. If

1 one launch area closes or is reduced in its capacity,
2 the others cannot carry the increased load. Other
3 waterways in the region, such as the American River and
4 Sacramento River, also cannot handle the increase.

5 As a representative of the businesses impacted
6 by access to the lake, outdoor recreational enthusiasts,
7 and as someone who enjoys the lake as a boater and an
8 athlete, I encourage the continued access to the lake
9 and its shoreline before, during, and after the
10 construction. Thank you.

11 CAROL JAMES: My comment is to -- I would
12 suggest increasing the parking facilities at the
13 remaining existing launch areas to accommodate more
14 boats and trailers. I feel that people will be able to
15 accept longer lines for launching but the big issue is
16 whether or not there will be enough space for them to
17 leave their vehicles.

18 I think this would be a permanent and positive
19 long-term impact because it would improve the existing
20 facilities that are worked on and it would allow more
21 recreation use than maybe is being considered at this
22 time.

23 ELINOR BRADY: I live in the cove off of Lake
24 Hills Drive and the cove is just where the south fork
25 enters the dam and I face right directly on the water,

1 so I am interested in seeing how far the water will come
2 up when you decide that you're going to raise the dam by
3 seven feet or more.

4 As I understand, it is now slated to be three
5 and a half feet and I don't think that will impact my
6 property, but if it should go higher, it will impact the
7 property I do believe. So I'm interested in knowing
8 very definitely what is likely to happen there.

9 I'm concerned about eminent domain and
10 recompense for property, the property that I might lose.
11 That's my main concern at the present time. I do have
12 some concern about people being flooded out if the dam
13 is not reinforced properly, it would be a disaster, huge
14 disaster, because so many homes are being built in the
15 flood plane so just as a private individual, of course
16 we would all be impacted by that. So I want the Corps
17 of Engineers to do a very good job. I want them to get
18 the money to do it.

19 RENEE HOWIE: First of all, I don't see the
20 Auburn Dam being mentioned anywhere as an alternative to
21 any of the aspects that this project is proposing to do,
22 and I think it would solve most of the problems. The
23 Folsom Dam really needs the main gates to be repaired or
24 replaced, that's the main problem.

25 All of this is not adding any new

12

1 hydroelectric power which is needed desperately. It
2 should be incorporated somehow into something, either

3 this or the Auburn Dam or whatever. But the main flood
4 problem could be addressed by fixing the old rusted-out
5 crappy gates that they can't even control the flood
6 level.

7 One of the purposes of a reservoir is to store
8 water. Folsom Lake could store more water if it were
9 dredged aggressively, and it wouldn't raise the water,
10 it wouldn't do anything to the environment. The water
11 level could stay the same, it would hold more water.

12 The alternatives to raising the level of
13 Folsom Lake as opposed to flooding the American River
14 Canyons due to the Auburn Dam are detrimental, I
15 believe, because there's a dwindling foothill habitat
16 and the upper-level habitat has already been ruined
17 because of logging and mining and it needs to be
18 repaired.

19 In creating new reservoirs up in the American
20 River Canyon, it could be done in association with
21 ecosystem rebalancing which would increase the riparian
22 habitats and could restore the forest habitats. Right
23 now, I mean, the Foresthill Divide is covered with
24 Manzanita. They never replanted, okay? So a holistic
25 approach to the Auburn Dam could address environmental

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1 concerns to pretty much everyone's satisfaction.

2 Lastly, the increased hydroelectric power that
3 could be added through the Auburn Dam or added to the
4 Folsom Dam project would be a CO2-free form of energy
5 which, considering global warming, is something we

6 should be trying to incorporate in every long-term
7 infrastructure project that we are doing as a people
8 regardless of the cost.

9 MIKE COFFMAN: My concern is the Mormon Island
10 auxiliary dam which is an earthen dam; it's not
11 concrete, it's an earth dam. To me, it's a ticking
12 bomb. Not only is it on an old riverbed on nonsolid
13 bedrock on nonsolid ground, it's also right next to or
14 on top of an earthquake fault. Additionally, Mormon
15 Island Dam has a known water seepage issue. Now at this
16 point the water is clear and not cloudy but that can
17 change over time.

18 My real concern is that the increased pressure
19 placed upon Mormon Island auxiliary dam by a raise of
20 the lake level will lead to a catastrophic failure and
21 collapse of the Mormon Island Dam and then all the
22 houses are downstream -- originally when the dam was
23 built in 1948 to 1956, the only thing downstream of
24 Mormon Island Dam were cattle pastures. Now there are
25 hundreds of homes, thousands of residents in the path of

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1 that potential 30-foot wall of water.

2 So my concern is that why are we continuing
3 this project knowing we have this ticking bomb? I
4 understand there's going to be an engineering study done
5 on the bedrock and foundation of Mormon Island Dam. I
6 would like a copy of that result sent to me or made
7 available to me. That's what I have.

8 PATRICIA GIBBS: Please identify any changes

9 to the current federal property line that surrounds
10 Folsom Lake as these changes relate to the various
11 proposed alternatives regarding raising the dam level.

12 Please provide this information graphically
13 showing contour lines at lake level as well as the
14 surrounding properties around the lake. And please
15 identify any changes to trail use around Folsom Lake.

16 ROBERT HOLDERNESS: Again, my name is
17 Robert G. Holderness. I'm the president of the Folsom
18 Tourism Bureau. I'm a former Mayor of the City of
19 Folsom, a former Vice Mayor, a former member of the
20 Folsom City Council. I'm also an attorney in private
21 law practice. Tonight I'm appearing on behalf of the
22 Tourism Bureau.

23 I have some extensive comments to make
24 regarding the proposal to close Folsom Point, but to
25 begin with, I want to put my comments in a historic

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1 context, if you will.

2 To begin with, this is the third time in less
3 than 15 years that Folsom community, its businesses,
4 have faced the occasion of irreparable injury at the
5 hands of the Federal Bureau of Reclamation. In July
6 1995, by virtue of negligent maintenance activity at the
7 Bureau, Gate Number 4 at Folsom Dam broke and they had
8 to close the Dam Road for several years to make repairs
9 that should have been done in the ordinary course of
10 business.

11 In March of 2003, the Bureau of Reclamation

12 closed Folsom Dam Road and thereby irreparably injured
13 businesses as well as the residents of our community,
14 most particularly in the Historic District, and did so
15 on the pretense that they were protecting us from
16 terrorism. And now they are proposing to close Folsom
17 Point for a period of seven years by virtue of the
18 necessity of implementing a dam raise program to add
19 additional safety to downstream dwellers of Folsom Dam.

20 We're not here to argue the merits or demerits
21 of the overriding project. I am here to comment upon
22 the impact of that project based on the proposals that
23 are before us tonight.

24 We are advised by Jeff McCracken that the
25 closure of Folsom Point is the worst-case scenario,

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1 implying that it would only happen in a worst-case
2 scenario; however, we are further advised that all five
3 alternatives that are being considered in the scope of
4 the EIS contemplate closing Folsom Point for an extended
5 period of time.

6 We are further advised by a gentleman named
7 Frank Piccola -- who is identified as the chief of
8 projects within the Corps of Engineers -- that the
9 decision of whether or not to close Folsom Point will be
10 based on engineering needs. That is an incorrect
11 statement of the obligations of the Federal Government
12 in general, the Corps of Engineers, and the Bureau of
13 Reclamation in particular.

14 Folsom Dam and Folsom Lake were created by act

15 of Congress in 1944, signed into law by United States
16 President, the late Franklin D. Roosevelt. Under that
17 Enabling Statute, the Federal Government assumed a
18 specific obligation to maintain access to Folsom Lake
19 for the benefit of the citizens of the City of Folsom
20 and the region around Folsom Lake. There was a specific
21 stipulation that the Congress specifically signed into
22 law when President Roosevelt signed the statute.

23 Closing Folsom Point for seven years
24 violates -- violates -- the stipulations under which
25 Folsom Dam was created and Folsom Lake was created.

17

1 The Bureau of Reclamation, the Corps of
2 Engineers do not have the power or the authority to
3 violate that Enabling Statute. To attempt to do so as
4 they are currently planning to do is arbitrary, it's
5 capricious, it's clearly illegal, and it is contrary to
6 law and it will require the necessity of litigation
7 against them for which they have no legal defense.

8 The solution to the problem is to work with
9 the community in Folsom, to find a way to keep access to
10 Folsom Lake available to the residents of Folsom, to the
11 tourist business and industry of Folsom, during the
12 entirety of the construction project. We know that
13 there will be challenges in doing that, but those
14 challenges do not mean it's impossible.

15 This is not to be decided by engineering
16 alone, that's only one factor and, frankly, it's
17 probably the least significant factor. The more

18 significant factors are political needs, economic needs,
19 fiscal needs, environmental needs, construction needs;
20 all of those take priority over engineering needs.
21 Engineering, in this case, is simply a functionary
22 activity. Once the policies are determined, then the
23 engineers implement the policy.

24 The policy that the Bureau of Reclamation and
25 the Corps has to adopt is that Folsom Point will be open

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1 to access for the entirety of the seven-year project.
2 That's the policy. The engineering staff is obligated
3 by law, specifically the 1944 Enabling Statute, to
4 implement that policy and that is precisely what the
5 Bureau and the Corps needs to explain to their employees
6 and those persons who have been assigned the task of
7 implementing this project. To do otherwise will be to
8 violate the law and to invite litigation.

9 I make these comments with a firm purpose of
10 achieving their goals. The Folsom Tourism Bureau is a
11 body created under California law, it is funded by a
12 BID, which is a Business Improvement District, in the
13 City of Folsom. We raise about \$300,000 a year of money
14 from hotels to fund our programs, and in the past, those
15 funds have been used to advance the cause of tourism
16 within our community for the benefit of our citizens,
17 for the benefit of our businesses, and frankly, for the
18 benefit of those persons who seek to enjoy the tourist
19 opportunities of our community.

20 In the face of this closure, we will be

21 obligated to try to find ways to spend that money not on
22 advancing tourism but trying to help businesses that are
23 on the verge of failure as a result of implementing this
24 policy should it be implemented. We say that not from
25 scare tactics or imaginings but from experience.

19

1 When the Dam Road was closed in March of 2003,
2 we had several businesses close within a year by reason
3 of a failure of customers to be able to get to their
4 place of business. Even those businesses that survived
5 suffered great consequences, a great drop in revenues.
6 We've seen the statistics; we know that to be true. We
7 know that this is what is going to happen if indeed
8 Folsom Point is closed for seven years, and we intend to
9 vindicate our rights and seek compensation for those
10 damages on behalf of the Tourism Bureau itself as well
11 as working with other private businesses and
12 associations who will advance the cause of their members
13 as well.

14 The solution is one of collaboration. The
15 Bureau and the Corps should have already collaborated
16 with the City of Folsom, the Tourism Bureau, the
17 Chambers of Commerce and so forth before the publication
18 of the draft EIS. They chose not to do that. That was
19 an imprudent decision. They need to face the
20 consequences of that decision by taking remedial action
21 now before litigation eventuates, litigation that in my
22 judgment they cannot prevail upon.

23 The last thing I'd like to comment upon is the

24 truncated methodology that's being used here to
25 frustrate our right to exercise our right of freedom of

20

1 assembly, our right of seeking redress of grievances and
2 our right of freedom of speech. All three of those
3 rights are rights that are guaranteed us as American
4 citizens under the Constitution of the United States
5 which was adopted in 1787.

6 By virtue of requiring us to either, A, submit
7 written comment, or B, subject ourselves to the awkward
8 and embarrassing setting of having to explain our
9 position to a court reporter, who knows nothing of the
10 subject matter, whose only job is to take down verbatim
11 the statements made by the persons who are making
12 statements, does not in any way satisfy the obligations
13 of the Bureau of Reclamation or the Corps of Engineers
14 under the American Constitution.

15 They have to meet the precepts of that
16 constitution just like everybody else does. There's no
17 exception in the Constitution for them. And for them to
18 use this truncated method is disrespectful to the
19 citizens of Folsom, it's disrespectful to the businesses
20 of Folsom, it's disrespectful to all of the institutions
21 of the City of Folsom, including the City Government,
22 the Tourism Bureau, the Chamber of Commerce, et cetera,
23 and it's astonishing to me.

24 After all, the Federal Government is our
25 servant. They work for us. The Bureau works for us,

21

1 the Corps of Engineers works for us. We as American
2 citizens are their employer. We pay the taxes that end
3 up in their pocket as a salary and a paycheck. They
4 need to show us that they know that, that they know that
5 they're working for all of us rather than showing us how
6 capable they are of ignoring the important interests of
7 our community, of our tourist industry, and of our city
8 government.

9 It's not too late to remedy the situation.
10 They can do it, we know they can do it because we had
11 the same problems with the bridge closure and it was
12 very difficult to get the Bureau and the Corps to come
13 around, but they did come around and now we're about to
14 build a new bridge below the dam which is a product of a
15 high-level, a historic level of cooperation between the
16 City of Folsom, the Bureau of Reclamation, and the Corps
17 of Engineers, and so we know they can do it.

18 They haven't done it yet on this project. We
19 hope they will understand that these comments are
20 serious, they're based in law. They're not meant to be
21 adversarial; they're meant to get their attention. We
22 will be adversarial if we must, it's not our preference.
23 Thank you.

24 DON REID: I believe the EIR does not reflect
25 the impact on the recreation at Folsom Point and the

2 Folsom Point has 800,000-plus visitors a year. It
3 appears that Folsom Point will be shut down or at a
4 minimum severely impacted. This impact should be
5 mitigated by relocating the staging and processing areas
6 or creating an alternative recreation area during
7 construction that minimize the recreation impact and the
8 corresponding economic impact on the City of Folsom and
9 El Dorado County.

10 If there are conflicts between the
11 construction haul roads and the access to Folsom Point
12 recreation areas or any alternative areas, and the
13 access for the public, temporary bridges should be built
14 over the public access roads for safety reasons.

15 M. K. VELOZ: I'm M. K. Veloz of the Northern
16 California Marina Association. One of our concerns,
17 obviously, from the boating community is closing off
18 access to the lake and that would have, you know, a
19 terrible impact on the State's boaters and also of our
20 businesses.

21 But another related concern is the fact that
22 Parks and Recreation obviously operates a facility here.
23 If those are closed down for a substantial amount of
24 time, they're going to lose revenue. And what's
25 happening now in the state is Parks and Recreation

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1 through the legislative process is ripping off \$27
2 million from the Harbors and Watercraft Fund, revolving
3 fund.

4 And so that money is going out of the Harbors
Page 21

5 and Watercraft Fund which funds facilities like new
6 marina developments or refurbishing of marinas, programs
7 and things like that. If Parks loses more money, goes
8 after more of the funds, there's a cascading effect that
9 impacts not only this area but facilities all over the
10 state, so I just wanted to get that point down.

11 One more thing: An idea that I've heard
12 expressed here is that you folks hold a forum with some
13 of the stakeholders and the interest groups and come up
14 with solutions, because I think some of the people that
15 actually operate businesses up here and use the lake
16 have some ideas about how to lessen some of the impact
17 so that it would work better for them and for everyone.
18 So I would encourage that you do that.

19 VICTOR BECERRIL: Basically, I'm in favor of
20 all the changes that are being made, the spillway, the
21 raised level, on top of that. But the one thing I'm
22 really concerned with is Folsom Point, the closing of
23 the park there to use in place of the equipment purposes
24 that is being talked about. That's basically my
25 comment.

24

1 KENT ZENOBI A: I would like to comment as a
2 resident that could be potentially significantly
3 impacted by the proposed alternatives presented on the
4 poster boards here tonight. I also have a background in
5 civil and environmental engineering and am a registered
6 engineer in California and in nine other states. I'm
7 currently working on the Levy reconstruction projects

8 with the Department of Water Resources and the Army
9 Corps of Engineers. So I'm familiar with how these
10 activities would occur and the details of how they would
11 be conducted.

12 First, I'd like to point out that on this
13 "Proposed Alternatives" poster board over here that
14 Alternative 3 does not clearly indicate that it would
15 include the overlay to Mormon Island Dam which would
16 also thereby have a major impact on the Folsom Point
17 recreation area and the boat launch.

18 One of the gentlemen over here, John Wilson
19 with Reclamation, indicated that the poster summary
20 appeared to contain a shortfall in the bullets that were
21 listed under the particular alternatives. Although it
22 has shown up later on the lower right-hand corner of
23 elements common to all alternatives, it's not real clear
24 for the public to recognize these alternatives include
25 potentially major impacts to Folsom Point recreation

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1 area, boat launch, park, the immediate neighborhood, and
2 residences.

3 Point Number 2: I would like to see a water
4 haul alternative using barges to carry the fill from the
5 proposed spillway excavation location over to the Mormon
6 Island Dam seismic upgrade location. This fill-hauling
7 alternative would also require short truck hauls to
8 carry the rock from the excavation site to the barge and
9 then from the barge to the fill location on Mormon
10 Island Dam.

11 In addition, conveyors could be implemented to
12 deliver the fill material to the specific location on
13 Mormon Island Dam where it would then be worked in with
14 heavy track equipment like bulldozers and compactors. I
15 suspect this could potentially be very cost-effective
16 and may avoid a lot of the expense of the proposed
17 coffer dams, haul roads, long truck route construction,
18 truck traffic, labor and environmental impacts to the
19 Folsom Point recreational area, and other impacts to the
20 residences and church.

21 It appears that the residences, the church,
22 new commercial facilities, and new homes in the
23 immediate area along Natoma Street and Briggs Ranch will
24 be significantly impacted by the red construction zone
25 shown on the maps that depict the coffer dams and haul

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1 routes over to Mormon Island Dam. These impacts should
2 also be considered when judged against a water haul and
3 barge route from the excavation site to Mormon Island
4 Dam.

5 For example, as a civil engineer on the DWR
6 and Army Corps Levy projects, we've evaluated the
7 barging of major tonnages of fill materials to repair
8 the levees for the State of California. We found barge
9 hauling was significantly cheaper than truck hauls to
10 repair these levees.

11 In addition, Point Number 3 is that these
12 alternatives don't clearly depict here what appears to
13 be major impacts to the Folsom Point recreation area,

14 the park, and the boat launch. I think there's about a
15 thousand homes that are in this immediate vicinity. The
16 residents, including students and the public, use Folsom
17 Point since it's literally on the other side of Natoma
18 Street.

19 In addition, there are a lot of families that
20 go over to the park, walk over there in the park with
21 their pets and their children. And also, there are many
22 families that simply drive across Natoma Street from
23 Briggs Ranch to launch their boats at the Folsom Point
24 boat launch. It is a significant feature for the
25 residents in the neighborhood, and I'd like that to be

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1 considered highly when the final decisions are made with
2 regard to the most appropriate alternative.

3 The impacts of shutting down Folsom Point for
4 extended periods of time, which I understand could be
5 from one to seven years, would be a major negative
6 impact to the residents in our community. I appreciate
7 you considering these comments and hope they can be
8 evaluated in the EIR process. Thank you.

9 KRIS GARDNER: I'm wishing to go on record to
10 have the Folsom Point Dike 8 remain open during this
11 construction project; that the estimated seven-year time
12 would be a huge impact to the recreational aspects of
13 the boat ramping areas. And the additional impact to
14 Brown's Ravine and others around the lake would be
15 excessive, so Dike 8 just must stay open for the amount
16 of boaters that have come to use the lake from around

17 the region. The growth of Folsom has been so huge that
18 there's an enormous amount of use of the boat ramps.

19 And even now, Dike 8 on a summer day, the
20 lines waiting to launch there and at Brown's Ravine are
21 enormous. So you wouldn't even be able to get out on
22 the lake, it would take you hours to do it if that one
23 went away. So if you can find a different way of
24 staging, that would be really good.

25 TAYLOR ZENOBI A: Hello. My name is Taylor

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1 Zenobia, and I'm a nine-year-old fourth-grade student at
2 Folsom Hills School and resident in Briggs Ranch. I'm
3 also a Student Council officer at Folsom Hills School in
4 Briggs Ranch, and I'm sure all of our school would like
5 to be able to keep going to Folsom Point.

6 I like to go to Folsom Point often with our
7 dog and walk him by the lake. Our school also has field
8 trips to the lake and I hope that this activity will
9 allow us to keep going there throughout the rest of the
10 years. Plus, there are a lot of wildlife and flowers
11 that you can see in the summertime and I think that that
12 makes the lake a very special place that we should be
13 able to go to.

14 SARAH GRIFFITH: As a recreational trail user
15 of the trails around the lake, one of my main concerns
16 about the project is that the trails, when the project
17 is finished, be left in a way that they are still usable
18 in the way that they can be used now by horses, by
19 hikers, and by bicycle riders.

20 Another concern I have is that if there was a
21 1-in-200-year flooding event and that the water level
22 came up and possibly temporarily touched the trails,
23 that the trails would be able to be restored to a usable
24 recreational condition. And I'm also concerned that the
25 project not negatively impact the public's use of this

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1 area also for boating and for hiking, bicycle riding,
2 and anything that people are doing with this.

3 The other thing I'm slightly concerned about
4 is that I don't know the specifics of the geology of the
5 area where they are going to be digging the spillway,
6 but there's a lot of serpentine rock in some areas of
7 the foothills such as El Dorado County, and I would be
8 concerned about potentially disturbing serpentine rock
9 and creating extra asbestos exposure for both the people
10 working on the site and for the people living in the
11 area and driving through the area. And I would hope
12 that the Bureau of Reclamation and the Corps would have
13 some sort of system to deal with that so the public
14 would not be exposed to extra asbestos because it's
15 dangerous.

16 And I haven't studied the entire document yet,
17 but I would be hoping that if the spillway, the proposed
18 spillway that they want to do was opened to release
19 extra water flow, that there would be some sort of
20 public warning system for the people downstream so they
21 wouldn't accidentally get caught in an extra water flow
22 and we wouldn't be having people getting flooded,

23 accidentally drowning. So something like a siren or
24 something would be a good idea to consider.

25 (Public Hearing was adjourned at 9:31 p.m.)

30

1 CERTIFICATE OF REPORTER

2

3 I, SHERRI STARR, a Certified Shorthand
4 Reporter, hereby certify that said proceeding was taken
5 in shorthand by me, a disinterested person, at the time
6 and place therein stated, and that the proceeding was
7 thereafter reduced to typewriting, by computer, under my
8 direction and supervision;

9 I further certify that I am not of counsel or
10 attorney for either or any of the parties to the said
11 proceeding, nor in any way interested in the event of
12 this cause, and that I am not related to any of the
13 parties thereto.

14

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16

SHERRI STARR, CSR No. 10245

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Appendix C

Folsom DS/FDR Draft EIS/EIR Errata

Public Draft Errata

This section illustrates revisions to Volume I of the Draft EIS/EIR, dated December 2006. Volume II of the Draft EIS/EIR has not been revised. Changes in text are signified by strikeouts where text is removed [~~Example~~] and by italics where text is added [*Example*]. Only substantial changes in text are presented in this section; editorial changes have not been included. Volume I and II of the Draft EIS/EIR are available in electronic format in Appendix C.

Executive Summary

Global change – Replaced “flood protection” with “flood damage reduction” throughout the section.

Page ES-6, Line 10

Pursuit of this goal constitutes the non-federal sponsors’ primary interest for integrating Corps flood damage reduction projects with Reclamation dam safety activities ~~is to increase flood protection for the downstream and surrounding communities on an expedited basis and realize cost sharing benefits of a coordinated effort.~~

Page ES-8

Additions. Additional features ~~to the JFP~~ may be proposed later as mutually determined by participating agencies in order to (1) achieve a minimum 1/200 year flood protection, or (2) as incrementally justified through appropriate analysis and evaluation. Potential additional features may include a raise of up to 3.5 feet for all embankments, or modification or replacement of the existing service gates or emergency spillway gates. Any additions to the JFP, as justified, will be for flood damage reduction purposes only.

Page ES-17, Table ES-2

Vegetation and Wildlife, 2nd bullet:

- Direct or indirect impacts to oak *and pine* woodlands, *riparian woodland and chaparral habitats*

Page ES-20, Line 1

Dewatering of the stilling basin would result in the removal of ~~non-native~~ fish species.

Page ES-20

Terrestrial Vegetation and Wildlife:

Construction of any of the project alternatives would have the potential to adversely affect special status species, native habitats and wetlands. ~~plant species, protected oak woodlands, result in losses of native vegetation, result in a permanent loss of project area wetlands, and impact elderberry shrubs, which host to the endangered valley elderberry long horn beetle.~~ All vegetation impacts can be mitigated to non-significant levels. Construction activities could result in the alteration or loss of habitat for wildlife special status species. These impacts could be mitigated to non-significant level. Wetlands downstream of MIAD would be monitored throughout construction.

Chapter 1 Introduction

Section 1.10.1.4

Global change – changed the Coordination Act Report (CAR) to the Fish and Wildlife Coordination Act Report (FWCAR).

Chapter 2 Project Description

Global change – Replaced “flood protection” with “flood damage reduction” throughout the section.

Page 2-15, Table 2-10

Under the new Auxiliary Spillway control structure for Alternative 3:

6 submerged tainter gates, ~~plus potential redundant water supply outlet connection~~

Page 2-15, Table 2-10

Under the new Auxiliary Spillway control structure for Alternative 4:

4 submerged tainter gates, ~~plus possible redundant water supply outlet connection~~

Page 2-63, Figure 2-15

Removed “Proposed Dike” text from Mooney Ridge.

Page 2-95, Table 2-16

Under Auxiliary Spillway, 2nd bullet:

- Control Structure – 6 Submerged Tainter Gates ~~plus redundant water supply outlet option~~

Page 2-97, Section 2.6.3, 3rd paragraph

~~Construction of the JFP Auxiliary Spillway control structure would include the installation of a separate, M&I outlet that would create flexibility for Reclamation to meet water delivery needs. One use for the outlet would be to provide a backup system for the delivery of water in emergency situations. If a pipeline were to be built for the delivery of water to a specific entity, that action would be analyzed in a supplemental environmental document.~~

Page 2-103

Permanent and Temporary Material Storage Areas:

Dike 7, D2, and MIAD are ~~the only~~ locations where permanent storage of excess material is highly likely.

Page 2-104, 3rd paragraph

Maximum releases utilizing project features would not be any larger than those allowed under the existing conditions. These ~~larger~~, earlier flows would conserve flood storage space. In addition, the top of the flood control pool could be raised to increase the flood storage space. The top elevation of the flood space and the release diagram would be specified after the Corps and Reclamation are in agreement on the rate of increase in flows and dam safety freeboard.

Page 2-114, first bullet

- Section 176 ~~XXX~~ of the Clean Air Act,

Page 2-115, Section 2.10.4

The contractor responsible for dewatering the stilling basin would prepare a fish removal *and recovery* plan that would be reviewed by a qualified fish biologist. A fish removal *and recovery* plan would be developed in conjunction with CDFG *and USFWS*, ~~would develop a fish recovery plan~~ in advance of dewatering the stilling basin. During dewatering and construction, the Corps, in consultation with CDFG *and USFWS*, would ensure that a qualified biologist is on site to implement a fish rescue operation. Fish would be removed in accordance with the CDFG *and USFWS* approved fish *removal and recovery* plan.

Page 2-116, Section 2.10.6.1

The SWPPP would include measures to minimize erosion and sediment transport to ~~to~~ Battle Creek. It would include:

Page 2-118, Section 2.10.6.3

Reclamation and the Corps, in consultation with USFWS and DFG, would mitigate *permanent and* temporary habitat impacts associated with the Folsom DS/FDR actions on *or offsite* with appropriate habitat mitigation. Permanent impacts associated with the Folsom DS/FDR actions would be compensated for based on the *Fish and Wildlife* Coordination Act Report (FWCAR). The mitigation approach for permanent impacts presented herein includes consideration of the FWCAR requirement for compensation needs for seasonal wetland, riparian, *chaparral, oak/pine woodland* and upland (oak woodland) habitats.

Page 2-118, Section 2.10.6.4

The plan would be prepared to meet the specifications and mitigation requirements pertaining to Corps jurisdictional areas specified in the ~~Draft~~ *Final* Fish and Wildlife Coordination Act Report (FWCAR) ~~report~~ prepared for the project.

Page 2-119, 3rd bullet

- Restore habitats that have been temporarily affected by Folsom DS/FDR actions *from* ~~to~~ construction to predisturbance conditions if appropriate;

Chapter 3 Affected Environment, Impacts Analyses, and Mitigation Measures

Section 3.1 Hydrology, Water Quality, and Groundwater

Page 3.1-31, Section 3.1.4

Implementation of Mitigation Measures HWQ-1 through HWQ-~~12~~ *14* would reduce the significant impact on water quality, wetlands, and water levels to a less than significant level.

Section 3.4 Aquatic Resources

Page 3.4-18

This impact would be potentially significant. Mitigation Measures AQINV-1a through AQINV-1e *d* would reduce this impact to a less than significant level.

Page 3.4-20

This impact would be potentially significant but mitigable. Mitigation Measures *AQINV-1e* and *AQINV-2* would reduce this impact to a less than significant level.

Page 3.4-24, Section 3.4.4

Implementation of Mitigation Measures *AQINV-1a*, ~~*AQINV-1b*~~, and ~~*AQINV-1e*~~, through *AQINV-2*, and *FISH-1*, would reduce impacts to aquatic resources to a less than significant level.

Section 3.11 Cultural Resources

Page 3.11-1, Section 3.11.1.2, 2nd paragraph

Reclamation and the Corps have to take in account the effects of its undertaking on historic properties as defined in *36 CFR Part 60.4* and *36 CFR Part 800.16* (l).

Page 3.11-2, 4th paragraph

Project undertakings by Reclamation must follow directives and guidelines found in Reclamation Manuals LND P01, LND 02-01, and LND 07-01 and *LND 10-1*. LND P01 establishes policy and authority for cultural resource identification, evaluation and management of cultural resources. LND 02-01 provides directives and standards and clarifies the role of Reclamation regarding implementation of its cultural resources management responsibilities. *LND 07-01 provides procedures for compliance with Federal statutes when inadvertent discoveries of human remains occurs on Reclamation lands.* LND ~~10-01~~ *07-01* provides procedures for inadvertent discoveries *on Reclamation land* for cultural items which are under the authority of the Native American Graves Protection and Repatriation Act (NAGPRA).

Page 3.11-6, 2nd paragraph

From the 1870s until the 1890s, *The Nisenan culture* experienced a *cultural and religious* resurgence with the Ghost Dance revival of 1870. *Originating with the Paiute, the basic tenets included the end of the world and/or return of the dead, return of the world to Native Americans, and the destruction of White People (Bean and Vane 1978:670).*

Page 3.11-8, 3rd paragraph

~~The Construction of Folsom Dam was constructed in 1955~~ *completed in 1956* and consists of a concrete dam flanked by earth wing dams and dikes with a total length of approximately nine miles.

Page 3.11-10, 3rd bullet

- The Augustine Pattern (1,500 BP - Contact) is widespread in central California, and represents a mixture of traits retained from the ~~from the~~ Berkeley Pattern as well as a number of introduced traits, including bow and arrow technology as reflected in Gunther Barbed and other small projectile points.

Page 3.11-11, 2nd paragraph

The Kings Beach Complex (AD 500-1800) was distinguished by flaked obsidian and silicate implements, small projectile points, the bow and arrow, and occasional scrapers and bedrock mortars (Moratto 1984).

Page 3.11-12, 4th paragraph

Reclamation is in the process of completing a ~~National Register~~ *NRHP* nomination for the Central Valley Project (CVP). This nomination concludes that the dikes are non-contributing elements to the CVP Multiple Property Nomination (MPN). This determination will be reviewed by the Keeper of the *NRHP* ~~National Register~~.

Page 3.11-16, 5th – 7th paragraphs

CA-SAC-412 is close to, but does not extend into, the present Folsom DS/FDR area. P-31-60 is an isolated find that was not relocated during Pacific Legacy's survey. *The find was reported in fill on a bike path on top of the dam.* The cultural resources are listed in Table 3.11-8.

Folsom Dam, including the Right Wing Dam, was found eligible for listing on the *NRHP* by the Corps in the report titled Cultural Resources Archaeological Survey and ~~National Register~~ *NRHP* Evaluation of Folsom Dam and Properties for the Folsom Bridge Project and, on June 26, 2006, SHPO concurred with the finding that the dam is eligible under Criterion A.

Reclamation is in the process of completing a ~~National Register~~ *NRHP* nomination for the CVP. This nomination concludes that Folsom Dam, including the central concrete structure and both adjacent wing dams, is considered a contributing element to the CVP MPN. This determination will be reviewed by the Keeper of the *NRHP* ~~National Register~~.

Page 3.11-22, Table 3.11-12

1st Management Recommendation:

None, ~~provided~~ *resource previously determined ineligible for NRHP*

Page 3.11-22, 1st paragraph

The Folsom dam was found eligible for listing on the NRHP by the Corps in the report titled Cultural Resources Archaeological Survey and National Register Evaluation of Folsom Dam and Properties for the Folsom Bridge Project and, on June 26, 2006, SHPO concurred with the finding that the dam is eligible under Criterion A. If one and/or portions of Alternatives 1 through 5 are chosen, Reclamation and the Corps will follow the requirements of Section 106 of the NHPA as implemented in 36 CFR Part 800. ~~and Reclamation's Policies and Directives found at LND P01, LND 02-01 and LND 10-01.~~ Reclamation will follow the Policies and Directives found in LND P01 and LND 02-01, LND 07-01, and the Corps will follow guidelines found in the Planning Guidance Notebook, ER 1105-2-100.

Page 3.11-22, 2nd paragraph

If one and/or portions of Alternatives 2 through 5 are chosen, Reclamation and the Corps will follow the requirements of Section 106 of the NHPA as implemented in 36 CFR Part 800. ~~and Reclamation's Policies and Directives found at LND P01, LND 02-01 and LND 10-01.~~ Reclamation will follow the Policies and Directives found in LND P01, LND 02-01, LND 07-01, and the Corps will follow guidelines found in the Planning Guidance Notebook, ER 1105-2-100.

Page 3.11-22, 3rd paragraph

If one and/or portions of Alternatives 2 through 5 are chosen, Reclamation and Corps will follow the requirements of Section 106 of the NHPA as implemented in 36 CFR Part 800. ~~and Reclamation's Policies and Directives found at LND P01, LND 02-01 and LND 10-01.~~ Reclamation will follow the Policies and Directives found in LND P01, LND 02-01, LND 07-01, and the Corps will follow guidelines found in the Planning Guidance Notebook, ER 1105-2-100.

Page 3.11-23, Section 3.11.2, 1st paragraph

A historic property and/or a historical resource, ~~a cultural resource~~ must possess at least one of the criterion of eligibility and retain the quality of integrity. The concept of integrity is usually interpreted to mean "intactness" of physical characteristics, but in terms of the NRHP and the CRHR, integrity is a measure of the degree to which a property retains or is able to convey the essential characteristics defined under one of the four eligibility criteria. These characteristics may be expressed through integrity of location, design, setting, materials, workmanship, feeling, and association of a property. An archaeological property may retain sufficient integrity to qualify it for the NRHP or CRHR if the property retains the ability to yield information important to an understanding of history or prehistory. ~~It must be demonstrated to have the~~

~~potential, or to have previously yielded, data that can be used to address important research questions.~~

Page 3.11-23, 2nd paragraph

None of the other identified cultural resources within the Folsom DS/FDR area have been formally evaluated as to their eligibility for listing on either the NRHP or the CRHR, *with the exception of ELD-261 which was found to be not eligible for listing in the NRHP.*

Page 3.11-24, Section 3.11.2.1, 1st paragraph

None of the other identified cultural resources within the Folsom DS/FDR area have been evaluated as to their eligibility for listing on either the NRHP or the CRHR, *with the exception of ELD-261 which was found to be not eligible for listing in the NRHP.*

Page 3.11-26, 1st paragraph

However, none of the other identified cultural resources have been evaluated as to NRHP and CRHR eligibility, *with the exception of ELD-261 which was found to be not eligible for listing in the NRHP.*

Page 3.11-29, 1st paragraph

If human remains are discovered, procedures outlined in 35 CFR 800.13(b) 'Discoveries without prior planning' and Reclamation's Directive and Standards for the Inadvertent Discovery of Human Remains (LND 07-01) will be followed.

Section 3.12 Land Use, Planning, and Zoning

Global change – changed all instances of “flood protection” to “flood damage reduction”.

Global change – changed all instances of Folsom Lake State Recreation Area to FLSRA.

Chapter 6 Consultation and Coordination

Page 6-5, Section 6.3.5

USFWS is participating in the Folsom DS/FDR pursuant to the ESA and FWCA. The project agencies are consulting with USFWS for preparation of a Biological Opinion and *Fish and Wildlife* Coordination Action Report.

Appendix D
Folsom DS/FDR Biological Assessment

Subject: Folsom DS/FDR

2

If you have any questions or concerns, please call Shawn Oliver at 916-989-7256.

Sincerely,

MICHAEL R FINNEGAN

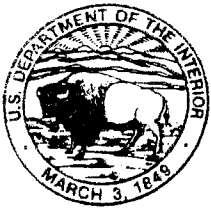
Michael R. Finnegan
Area Manager

Enclosure

cc: Ms. Stephanie Rickabaugh
U.S. Fish and Wildlife Service
2800 Cottage Way Room W-2605
Sacramento, CA 95825

(w/encl)

bc: CC-488 411
(w/encl)



United States Department of the Interior

BUREAU OF RECLAMATION

Central California Area Office
7794 Folsom Dam Road
Folsom, California 95630-1799

IN REPLY REFER TO:

CC-411
ENV-6.00

FEB 23 2007

Ms. Susan Moore
Field Supervisor
U.S. Fish and Wildlife Service
2800 Cottage Way, Room W-2605
Sacramento, CA 95825

Subject: Request for Formal Consultation on the Folsom Dam Safety and Flood Damage Reduction Action (Folsom DS/FDR)

Dear Ms. Moore:

As required by Section 7 of the Endangered Species Act, we are requesting formal consultation with your office.

The Folsom DS/FDR is located on the American River in Sacramento, Placer, and El Dorado Counties, California. We address the project's effects on threatened or endangered species and/or critical habitat in the enclosed Biological Assessment.

We conclude that construction of the Folsom DS/FDR, with our recommended measures, will not adversely affect the El Dorado bedstraw (*Galium californicum* ssp. *sierrae*), Layne's butterweed (*Senecio layneae*), California red-legged frog (*Rana aurora draytonii*), giant garter snake (*Thamnophis gigas*), or bald eagle (*Haliaeetus leucocephalus*).

We conclude that the construction of the Folsom DS/FDR, with our recommended measures, may result in impacts to individual vernal pool fairy shrimp (*Branchinecta lynchi*), California vernal pool tadpole shrimp (*Lepidurus packardii*), or valley elderberry longhorn beetles (*Desmocerus californicus dimorphus*), but that it is not likely to adversely affect the viability of the populations of these species in this area.

Please provide your concurrence on our findings no later than 135 days from receipt of this request. If we don't hear from you within 30 days, we will assume that you have sufficient information to initiate consultation and will provide us with your biological opinion by March 28, 2007. We would like the opportunity to comment on the draft biological opinion prior to its finalization. Please address your response with Shawn Oliver, Natural Resource Specialist, Bureau of Reclamation, 7794 Folsom Dam Road, Folsom, CA 95630.

RECLAMATION

Managing Water in the West

Folsom Dam Safety and Flood Damage Reduction Action Biological Assessment



**U.S. Department of the Interior
Bureau of Reclamation**



**US Army Corps
Of Engineers®**

Folsom Dam Safety and Flood Damage Reduction Action Biological Assessment

prepared by:

ENTRIX, Inc.
590 Ygnacio Valley Road Suite 200
Walnut Creek, California 94596



U.S. Department of the Interior
Bureau of Reclamation



US Army Corps
Of Engineers®

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Appendix A. Federally Listed, Proposed, and Candidate Species Potentially Present in the Vicinity of the Proposed Action

Appendix B. Elderberry Mitigation

Appendix C. U.S. Fish and Wildlife Service Species Lists for Project Quadrangles

Appendix D. White Paper: *A Brief Synthesis on Mercury in the Environment*

ACRONYMS AND ABBREVIATIONS

BA	biological assessment
CESA	California Endangered Species Act
CNDDDB	California Natural Diversity Database
Corps	United States Army Corps of Engineers
CRLF	California red-legged frog
DWR	Department of Water Resources
ESA	Federal Endangered Species Act
Folsom DS/FDR Action	Folsom Dam Safety and Flood Damage Reduction Action
MIAD	Mormon Island Auxiliary Dam
OHWM	Ordinary high water mark
Reclamation	United States Bureau of Reclamation
Reclamation Board	State Reclamation Board
SAFCA	Sacramento Area Flood Control Agency
USFWS	United States Fish and Wildlife Service
VELB	valley elderberry longhorn beetle

1.0 INTRODUCTION

The proposed Folsom Dam Safety/Flood Damage Reduction (DS/FDR) Action reflects a cooperative effort by the U.S. Department of the Interior, Bureau of Reclamation (Reclamation) and the U.S. Army Corps of Engineers (Corps), as well as the Corps' non-federal sponsors, the State Reclamation Board (Reclamation Board)/Department of Water Resources (DWR) and the Sacramento Area Flood Control Agency (SAFCA). The Folsom DS/FDR Action is intended to implement Reclamation's dam safety and security obligations and the Corps' flood damage reduction objectives at Folsom Dam and appurtenant facilities. These facilities impound waters of the American River forming Folsom Reservoir and are collectively referred within this document as the Folsom Facility (Folsom Facility).

The Folsom DS/FDR Action responds to certain objectives of each of the aforementioned agencies. Reclamation's Safety of Dams Program objectives focus on reducing the risk of failure under hydrologic (flood), seismic (earthquake), and static (seepage) loads. Folsom Dam has been designated as a National Critical Infrastructure Facility and any compromise of the facility could result in grave property damage and loss of life. Reclamation's Security Program objectives are being upgraded to protect public safety by securing Folsom Dam, the appurtenant structures, and other Reclamation facilities, including the Folsom power plant. The Corps' flood damage reduction objective is to improve the annual recurrence level of flood protection provided to the lower American River corridor. Similarly, SAFCA and DWR seek to improve the level of flood protection for the Sacramento region. Reclamation is the lead agency for this action and is the responsible party for all of the environmental mitigation associated with the Safety of Dams construction, and construction of the auxiliary spillway and six submerged tainter gates.



The Folsom DS/FDR study area includes the area surrounding the Folsom Facility. The Folsom Facility falls within the borders of Placer, Sacramento, and El Dorado Counties, in the State of California. The study area primarily consists of federally-owned lands that are currently leased to and managed by the California Department of Parks and Recreation. The Folsom DS/FDR Action footprint associated with this assessment is composed of areas that may be potentially affected by the Folsom DS/FDR Action in the vicinity of Folsom Reservoir including: potential dike construction zones, potential borrow areas, potential contractor use areas, existing haul roads and proposed haul roads. A depiction of the Folsom DS/FDR Action footprint and vicinity is provided in Figure 1-1.

1.1 Project History

The Folsom Dam and associated facilities were constructed by the Corps, with construction completed in 1956. Currently, the Bureau of Reclamation manages Folsom Reservoir, while

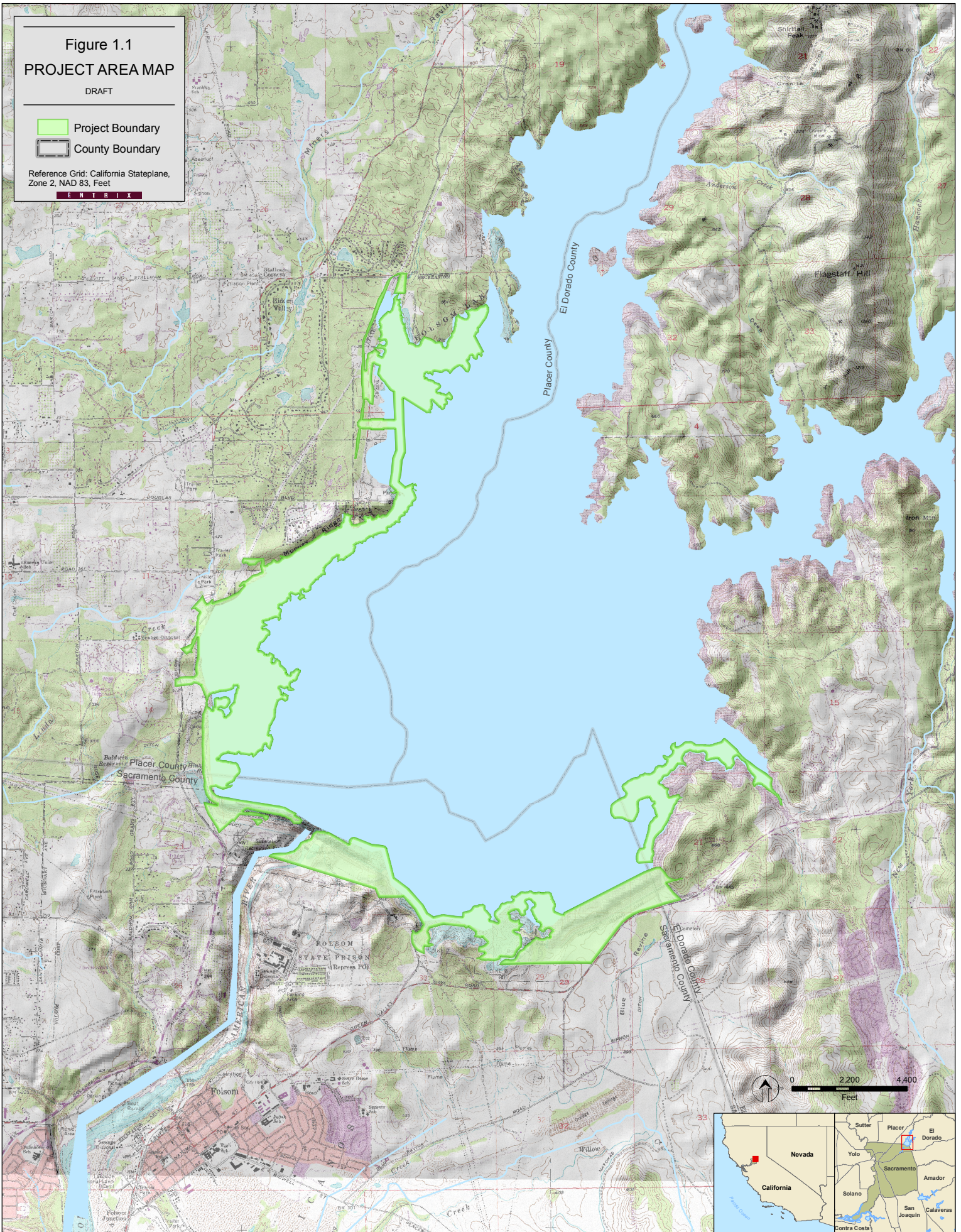
Figure 1.1
PROJECT AREA MAP

DRAFT

-  Project Boundary
-  County Boundary

Reference Grid: California Stateplane,
Zone 2, NAD 83, Feet

ENTRIX



the majority of the surrounding lands are managed by the State of California's Parks and Recreation Department.

During initial construction of Folsom Dam and immediately upon completion of construction, major storm and flood events occurred on the American River which were precursor events to an event which occurred in February 1986. At that time, a series of major storms occurred in the Sacramento region that brought approximately 10 inches of rain over a period of 11 days, and exposed deficiencies in the flood control system of the region. Dam operators at Folsom and Nimbus Dams were required to release approximately 130,000 cfs, which is 15,000 cfs more than the downstream levees were designed to accommodate at a sustained flow rate. Water levels rose well above the designated freeboard of the downstream levees. Although major failure of the dam and levees did not occur, questions arose about the level of protection the structures could actually provide.

Also in the 1980s, seismic concerns were identified at Mormon Island Auxiliary Dam (MIAD) by the Corps and Reclamation. The Corps and Reclamation jointly determined that liquefaction of the foundation and the subsequent failure of MIAD could occur during seismic (earthquake) activity. A phased structural modification program was rapidly undertaken in the early 1990s by Reclamation when reservoir levels were lower than normal as result of drought. The modifications partially reduced the risk of seismically induced liquefaction.

In 2000, Reclamation identified the potential need for additional dam safety modifications to address other hydrologic, seismic and static risks. Hydrologic risk is characterized as the risk of any or all of the 11 earthen embankment dams and dikes being overtopped during a Probable Maximum Flood (PMF) event leading to rapid uncontrollable erosion and failure.

In addition to the seismic concerns at MIAD, it was also determined that modifications would be required to prevent the main dam from sliding along the dam rock foundation contact and as the deformation of main dam pier and gate elements leading to the displacement and/or failure of the structures, resulting in an uncontrollable breach. Additionally, it was determined that modifications would be required to reduce the static risk of potential seepage paths developing undetected within select earthen embankment dams and dikes leading also to uncontrolled erosion and subsequent failure.

1.2 Folsom DS/FDR Action Description

1.2.1 Construction

The Folsom DS/FDR Action includes several elements that, when combined, meet all of Reclamation's Safety of Dams needs, as well as the Corp's Flood Damage Reduction needs. These elements include modifications to the Main Dam, the stilling basin, the Left and Right

Wing Dams, the auxiliary spillway, the Mormon Island Auxiliary Dam (MIAD) and Dikes 1 through 8, as well as several construction use areas. Construction details are described in the project description supplied the Service on February 22, 2007.

The original project description and consultation letter included a description of the Corps' proposed 3.5-ft dam raise alternative and the impacts associate with the construction of that feature. Reclamation is not including that feature or the potential impacts of constructing that feature in this consultation due to the uncertainty of whether or not the raise is needed to meet project goals. If the raise is not needed to meet the FDR goals of the project, or the benefits of the raise do not justify the costs, then the feature will not be constructed. The Corps will not make a final decision on the raise alternative when more detailed design information is available. Supplemental environmental compliance documentation will be completed as necessary.

1.2.2 Operations

When the Folsom DS/FDR Action is completed, Folsom Dam will have four methods of discharging flows from the reservoir: three power penstocks, eight flood control outlets, tainter/radial spillway gates set near the main spillway crest (five service and three emergency), and six submerged tainter gates in the proposed auxiliary spillway. To ensure adequate tailwater, the three emergency spillway gates may not be used unless the total outflow from the dam exceeds 240,000 cfs. This restriction makes the emergency gates unusable for normal flood control purposes and limits the use of the gates to dam safety outflows.

In general, utilization of these features in conjunction with the auxiliary spillway would allow the objective release of 115,000 cfs to be achieved sooner in a flood event, and would reduce peak flows for large, infrequent hydrologic events. A maximum flood release of 160,000 cfs, which is the emergency downstream channel capacity, would be made through the auxiliary spillway when necessary, based on observed and anticipated reservoir inflows. After construction of the auxiliary spillway, emergency releases of 160,000 cfs or above would not be made any sooner during the event than would occur under existing conditions.

Variations in releases utilizing project features would not be any larger than those allowed under the existing conditions. These larger, earlier flows would conserve flood storage space.

It is anticipated that a revised Water Control Manual, and the supporting environmental compliance coordination and documentation would be completed at least one year prior to completion of construction of the project. However, if this does not occur, the project features would be operated under existing operating criteria. Under this scenario, the same amount of water would ultimately be released with and without the project features (due to operational constraints), but operators would have the ability to release more water sooner in a hydrologic event.

The full flood damage reduction benefits of the JFP auxiliary spillway would not be fully realized until revision of the Water Control Manual and optimization of the operation of the JFP spillway is in place.

1.2.3 Cumulative Impacts

The USFWS expressed concern about the potential effects of the project on listed aquatic species, chiefly over sediment containing mercury being mobilized during construction. The Folsom DS/FDR Action has the greatest potential to affect aquatic species through the effects of dredging fine sediments from the bottom of Folsom Reservoir during construction of the JFP spillway. Additional impacts could occur through enlargement of the stilling basin at the base of the auxiliary spillway. The principal concern associated with the dredging and excavation of the JFP spillway and the stilling basin is the potential for fine sediment and associated mercury to be released from Folsom Reservoir.

Most project elements (construction of the auxiliary spillway approach, staging and site development areas, security upgrades) would occur in the dry. As they are occurring in out of water areas, they would have the potential to affect the aquatic environment of Folsom Reservoir only through the incidental discharge of sediment or toxic substances into the reservoir. If such a discharge did occur it would be extremely small and would not have the potential to affect the Lower American River, as it would have to pass through both Folsom Reservoir and Lake Natomas before reaching the Lower American River.

To minimize the effects of re-suspending fine sediments outside of the immediate construction area, the construction area would be isolated from the rest of Folsom Reservoir, including the normal outlet structure, using silt curtains, sheet piles and other sediment minimization devices and practices. Fine sediments would be dredged and removed to upland storage locations prior to blasting and excavation of the underlying bedrock. This work would occur when the reservoir is not likely to spill. These mechanisms and practices are expected to contain all fine sediments and associated mercury within Folsom Reservoir, and most of this would be contained within the construction area. Any mercury that was released from Folsom Reservoir would enter Lake Natomas, which would act as a large settling basin. Transit time for sediments through Lake Natomas has been estimated to be approximately 3 days, indicating the low velocities within Lake Natomas and the ample opportunity for settling this would allow.

Should suspended sediments and associated mercury enter Lake Natomas and the Lower American River, only a small portion (0.8 to 2.5 percent, Domagalski 2001, Domagalski et al. 2000) likely could be methylated. Rates of methyl mercury production depend not only on the abundance of inorganic mercury but also on a complex assortment of environmental variables which affect the activities and species composition of anaerobic bacteria and the availability of the inorganic mercury for methylation (HSDB 2003, Beckvar et al. 1996, EPA 1997). These factors include temperature, dissolved organic carbon, salinity, acidity (pH), availability of wetlands and other anoxic environments, oxidation-reduction conditions, and the form and concentration of sulfur in water and sediments (Beckvar et al. 1996, EPA 1997).

Elemental and inorganic mercury can be converted to organic mercury by anaerobic bacteria. Within the project area and downstream waters, methylation rates are likely to be low, as relatively little of the total mercury concentration is readily available for transformation, the waters are not acidic, and there are few areas providing the anaerobic conditions that promote methylation.

It is expected that very little fine sediment and associated mercury is likely to be transported from the project area to the Lower American River below Lake Natomas. Most sediment is expected to remain within Folsom Reservoir and any sediment that is discharged from the reservoir would be expected to settle out in Lake Natomas. It typically takes three days, under normal conditions for a release to make it to the Lower American River from Folsom Dam. Therefore these activities would not affect listed species in the Lower American River, the Sacramento River, or further out in the system.

The project description is currently being updated to reflect the information that was developed for this document. As soon as a draft is available with the updates, it will be provided to the USFWS.

Appendix D provides more technical information on mercury.

1.3 Summary of Consultation to Date

Other projects proposed in the immediate vicinity of the Folsom DS/FDR Action include the Folsom Bridge project, Common Features, the Auburn Folsom road widening project, the Reliable Water Supply Pipeline for Roseville, Folsom, and San Juan Water Districts, and the Sacramento Municipal Utility District Transmission Line Project. The Folsom Dam Road Closure and the Folsom Historic District Traffic Calming Program are not likely to affect biological resources and are not included in this evaluation.

In January 1996, the Corps submitted the final Biological Data Report for the American River Watershed Project to the U.S. Fish and Wildlife Service (FWS). This report addressed four project alternatives. In May 1996, the FWS provided a biological and conference opinion (file number 1-1-96-F-28) on the effects of the Corps' Detention Dam Plan on the delta smelt, delta smelt critical habitat, Sacramento splittail, valley elderberry longhorn beetle, and giant garter snake. In the Water Resources Development Act (WRDA) of 1996, Congress authorized construction of the Common Features Project, which consisted of features common to three of the alternatives. After reviewing detailed project designs the Corps subsequently reinitiated formal consultation and received a Biological Opinion for the American River Common Features Project on July 7, 1999 (file number 1-1-99-F-0078). A supplemental biological assessment prepared by the Corps for modifications to this project covered only the fish species.

For the Folsom Dam Raise project, the Corps provided a Biological Assessment that concluded project effects would only have impacts to the valley elderberry longhorn beetle

and to certain fish species that are not present in the project footprint for the Folsom DS/FDR Action (Corps 2001). A Biological Opinion was received in December 2004 and amended in May 2005.

The DEIS/EIR for the Folsom Bridge project (Corps 2006) found there would be no adverse effects to California red-legged frog, the giant garter snake, the vernal pool fairy shrimp, or the vernal pool tadpole shrimp from any of the alternatives evaluated for that project because "...no suitable habitat for special-status reptiles, amphibians, or invertebrates was noted during the wetland delineation for the proposed project" (Corps 2006). The DEIS/EIR for the Folsom Bridge project did identify potential effects to the bald eagle if this species were present during construction. This document also provided mitigation measures to reduce any potential effects.

The Sacramento Municipal Utility District Transmission Line Project will result in limited impacts to native vegetation. Construction activities will primarily take place in areas already affected either by the Folsom Bridge Project or the Folsom DS/FDR Action. Additional impacts to native vegetation in the Folsom DS/FDR Action area are not expected from this project. Construction activities for the Reliable Water Supply Project for the City of Roseville, City of Folsom, the San Juan Water District project and the Sacramento Municipal Utility District Transmission Line Project would be implemented concurrently with, and generally within the footprint of, construction activities implemented for the Folsom DS/FDR Action. Therefore, they would not contribute appreciably to additional direct or indirect impacts. There is currently no known starting date for the Reliable Water Supply Project, however, it is anticipated that construction will be initiated at some point during the 18 year construction period for the Folsom DS/FDR action.

USFWS is participating in the Folsom DS/FDR Action pursuant to the ESA and FWCA. Reclamation is consulting with USFWS for preparation of this Biological Assessment and a Coordination Action Report.

2.0 ENVIRONMENTAL SETTING

The Folsom DS/FDR Action footprint is located within the American River watershed and would affect lands around Folsom Reservoir that are impounded by Folsom Dam or are adjacent to the retention area. Folsom Reservoir is located at the western edge of the Sierra Nevada foothills, adjacent to the Central Valley. This region is characterized by rolling hills and upland plateaus, dissected by major river canyons. The climate is characterized by cool, wet winters and hot, dry summers.

Upland communities within the Folsom DS/FDR Action area include interior live oak woodland, blue oak woodland and savanna, California annual grassland and a few small areas with chaparral shrubs, sometimes associated with oak woodland. Riparian, aquatic and seasonally wet areas include cottonwood-willow riparian, freshwater marsh, and seasonal wetlands. Developed areas within the Folsom DS/FDR Action area include dams and dikes, the facilities associated with the main dam, and campgrounds, day-use areas and boat launches that are State Park facilities. Areas devoid of vegetation include portions of the reservoir shoreline fluctuation zone and barren areas where previous construction has taken place.

3.0 FEDERALLY PROTECTED SPECIES

A list of special status species with potential to occur in the Folsom DS/FDR Action area was compiled through a series of literature, website and database sources. This search included a review of California Department of Fish and Game's (CDFG) California Natural Diversity Database (CNDDDB) (CDFG 2005a) and the U.S. Fish and Wildlife Service (USFWS) Sacramento District website (USFWS 2006). Both the CNDDDB and the USFWS website were queried by 7.5-minute quadrangle. The list of Folsom DS/FDR Action quadrangles (quads) included Folsom and Clarksville, Rocklin, and Pilot Hill. The list from the USFWS list is provided in Appendix C. Additional species were included in the analysis based on known distribution, habitat requirements, and/or incidental sightings. Other literature sources including Zeiner et al. (1988, 1990a, 1990b) the California Wildlife Habitat Relationship (CWHR) database (CDFG 2000), and others are referenced as appropriate.

Eight federally-protected species were identified as potentially occurring in the Folsom DS/FDR Action area: two plants, three invertebrates, one amphibian, one reptile, and one bird. These species are El Dorado bedstraw (*Galium californicum* ssp. *sierrae*), Layne's butterweed (*Senecio layneae*), vernal pool fairy shrimp (*Branchinecta lynchi*), California vernal pool tadpole shrimp (*Lepidurus packardi*), valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), California red-legged frog (*Rana aurora draytonii*), giant garter snake (*Thamnophis gigas*), and bald eagle (*Haliaeetus leucocephalus*). Two bird species that were formerly protected under the federal Endangered Species Act (ESA) may occur in the Folsom DS/FDR Action area. The American peregrine falcon (*Falco peregrinus anatum*) was de-listed in 1999 (Federal Register 1999) and the Aleutian Canada goose (*Branta canadensis leucopareia*) was de-listed in 2001 (Federal Register 2001). Since these species have been de-listed for more than five years, they are not discussed further in this document.

3.1 Plants

3.1.1 El Dorado Bedstraw

The El Dorado bedstraw (*Galium californicum* ssp. *sierrae*) is federally listed as endangered (Federal Register 1996b), is state-listed as rare, and is a California Native Plant Society (CNPS) List 1B species.

Natural History

This bedstraw is a perennial herb that blooms from May to June. A member of the Rubiaceae family, this species is only found in El Dorado County. The El Dorado bedstraw is found within chaparral, cismontane woodland, lower montane and coniferous forest habitats and gabbroic soils in an elevation range from 100 to 585 meters (CNPS 2001).

Status within the Folsom DS/FDR Action Area

It is unlikely that El Dorado bedstraw occurs in the primary Folsom DS/FDR Action area based on the small extent of chaparral and the absence of coniferous forest. However, the Folsom DS/FDR Action area is in the lower extent of the elevation range for this species, and cismontane woodland is present. Therefore, there is a small probability that this species would be present. Habitat for this species may be present in areas around the reservoir that fall within the project action area.

No critical habitat has been determined or proposed for El Dorado bedstraw. The upper end of the South Fork arm of Folsom Reservoir lies within the Salmon Falls section of the Pine Hills Preserve. This area was identified as Priority 1 land in the recovery plan that includes El Dorado bedstraw (USFWS 2002b).

3.1.2 Layne's Butterweed

Layne's butterweed (*Senecio layneae*) is federally listed as threatened (Federal Register 1996b), is state listed as rare, and is a CNPS List 1B species.

Natural History

This butterweed is a perennial herb that blooms from April to May in chaparral and cismontane woodland habitats on serpentinite, gabbroic, or rocky soils. A member of the Asteraceae family, the Layne's butterweed is found in El Dorado, Tuolumne and Yuba Counties. Habitat areas fall within 200 to 1,000 meters in elevation (CNPS 2001).

Status within the Folsom DS/FDR Action Area

Layne's butterweed is not likely to occur in the Folsom DS/FDR Action area based on the limited extent of chaparral and the lack of serpentinite soils. Habitat for this species may be present in areas around the reservoir that fall within the project action area.

No critical habitat has been determined or proposed for Layne's butterweed. The upper end of the South Fork arm of Folsom Reservoir lies within the Salmon Falls section of the Pine Hills Preserve. This area was identified as Priority 1 land in the recovery plan that includes Layne's butterweed (USFWS 2002b).

3.2 Invertebrates

3.2.1 Vernal Pool Fairy Shrimp

Vernal pool fairy shrimp (*Branchinecta lynchi*) was federally listed as threatened in 1994 (Federal Register 1994). Critical habitat has been designated for this species, but includes no land in the Folsom DS/FDR Action area (Federal Register 2003).

Natural History

This species is restricted to seasonal vernal pools (Eng, et al. 1990; Federal Register 1994). Water quality is one of the most important factors in habitat suitability of vernal pool fairy shrimp. They prefer cool-water pools that have low dissolved solids, conductivity, alkalinity and chloride (Eriksen and Belk 1999, Federal Register 1994). This fairy shrimp is found primarily in the Central Valley and the foothills of the Sierra Nevada in northern California from 10 to 290 meters in elevation (Eng et al. 1990, Eriksen and Belk 1999, Federal Register 1994).

Surveys conducted by Sugnet and Associates (1993) listed 178 records of this species representing 32 populations out of 3092 “discrete locations” containing potential habitat (Federal Register 1994). The geographic distribution of this species ranges from Stillwater Plain in Shasta County through the Central Valley to Pixley in Tulare County. They also occur along the coast range from Northern Solano County to Pinnacles in San Benito County (Federal Register 1994).

Fairy shrimp are adapted for survival in water bodies that are transient and their cysts (protected eggs) can withstand long dry periods. They require cool waters early in the rainy season for hatching and are highly susceptible to contaminants. Dispersal of cysts is thought to occur by animal vectors, including grazing animals or waterfowl.

Status within the Folsom DS/FDR Action Area

Evidence of seasonal ponding was observed in August surveys east of MIAD, at locations that may be included in the Folsom DS/FDR Action as contractor use areas. A total of 0.04 acre (1,842 square feet) of seasonal wetlands has been mapped at these locations. Vernal pool fairy shrimp have been observed less than one mile away from the Folsom DS/FDR Action area (David Murth pers. obs., as cited in LSA 2003). Although the seasonal pools within the study area contain less water than is typical for this species’ habitat, the close proximity of the Folsom DS/FDR Action area to a known occurrence provides at least a low potential for this species to occur.

3.2.2 Vernal Pool Tadpole Shrimp

The vernal pool tadpole shrimp (*Lepidurus packardii*) is federally listed as endangered (Federal Register 1994). Critical habitat has been designated for this species, but includes no land in the Folsom DS/FDR Action area (Federal Register 2003).

Natural History

This species is a small crustacean found in ephemeral freshwater pools. The vernal pool tadpole shrimp is known from 18 populations in the Central Valley, ranging from east of Redding in Shasta County south to San Luis National Wildlife Refuge in Merced County.

They inhabit vernal pools ranging in size from five square meters (54 square feet) to 36 hectares (89 acres). Water contained in occupied pools can range from clear to highly turbid and often has low conductivity, total dissolved solids, and alkalinity (Federal Register 1994,

Eng et al. 1990). Temperatures in pools where this tadpole shrimp have been found to vary from three to 23°C (Gallagher 1996). Vernal pool formations occur in grass-bottomed swales of grasslands, in old alluvial soils underlain by hardpan or in mud bottomed pools (Federal Register 1994). Pools with cobbly hardpan bottoms also serve as habitat (Gallagher 1996). Gallagher (1996) found that the depth, volume, and duration of inundation of a pool were important for the presence of this tadpole shrimp in vernal pools when compared to the needs of other branchiopods. Vernal pool tadpole shrimp needs deeper and longer-lasting pools if they are to persist over a rainy season in which both wet and dry periods occur.

This species is relatively long lived when compared to the life histories of similar branchiopods. Sexually mature adults are often present within three to six weeks after pools begin inundating and remain reproductive until pools dry up in late spring or early summer. A female may lay up to six clutches in a single season totaling up to 861 eggs. These eggs are “glued” to plant matter and sediment particles where some percentage will immediately hatch while others will remain in the soil to hatch during later rainy seasons (Federal Register 1994).

Status within the Folsom DS/FDR Action Area

Because of the high probability of the occurrence of VELB in the Folsom DS/FDR Action area, protocol surveys were conducted by both ENTRIX and USFWS. Surveys for VELB record the number of elderberry shrubs, their stem diameters, and the presence and number of exit holes formed by VELB as they exit the branch. Certain elderberry shrubs had previously been identified for mitigation for the Folsom Bridge Project and the Corps’ originally proposed Folsom Dam Modification Project. These plants are not included in the following counts. The surveys for VELB resulted in the recording of 140 elderberry shrubs within the Folsom DS/FDR Action area or 100 feet of this area. The 116 plants that are within the Action area will be adversely affected. The 24 plants in the 100-foot buffer area would be indirectly affected by dust or other construction-related consequences. However, Reclamation is proposing to transplant the shrubs that are within the 100-foot buffer area, so these will also be directly affected. Of the 140 shrubs, 127 will be transplanted and 13 are considered non-transplantable. Shrubs were identified as non-transplantable either due to their location or because they are growing in ground that they cannot be extracted from in a transplantable condition, such as boulders.

Compensation for indirect effects from other projects has already been provided for certain of these shrubs. In the one to three inches diameter category, 258 stems were recorded. In the greater than 3 to 5 inches diameter category, 159 stems were recorded. In the greater than 5 inches diameter category, 197 stems were recorded. Stem diameters (recorded near ground level) ranged from less than one inch to over eight inches. Elderberry shrubs for which heights were recorded ranged in height from three to twenty-seven feet, with an average height of approximately ten feet. Exit holes, both new and old, were observed during the survey.

3.2.3 Valley Elderberry Longhorn Beetle

Because of the high probability of the occurrence of VELB in the Folsom DS/FDR Action area, protocol surveys were conducted by both ENTRIX and USFWS. Surveys for VELB record the number of elderberry shrubs, their stem diameters, and the presence and number of exit holes formed by VELB as they exit the branch. Certain elderberry shrubs had previously been identified for mitigation for the Folsom Bridge Project and the Corps' originally proposed Folsom Dam Modification Project. These plants are not included in the following counts. The surveys for VELB resulted in the recording of 140 elderberry shrubs within the Folsom DS/FDR Action area or 100 feet of this area. The 116 plants that are within the Action area will be adversely affected. The 24 plants in the 100-foot buffer area would be indirectly affected by dust or other construction-related consequences. However, Reclamation is proposing to transplant the shrubs that are within the 100-foot buffer area, so these will also be directly affected. Of the 140 shrubs, 127 will be transplanted and 13 are considered non-transplantable. Shrubs were identified as non-transplantable either due to their location or because they are growing in ground that they cannot be extracted from in a transplantable condition, such as boulders.

Compensation for indirect effects from other projects has already been provided for certain of these shrubs. In the one to three inches diameter category, 258 stems were recorded. In the greater than 3 to 5 inches diameter category, 159 stems were recorded. In the greater than 5 inches diameter category, 197 stems were recorded. Stem diameters (recorded near ground level) ranged from less than one inch to over eight inches. Elderberry shrubs for which heights were recorded ranged in height from three to twenty-seven feet, with an average height of approximately ten feet. Exit holes, both new and old, were observed during the survey.

Natural History

This species is associated with various species of elderberry (*Sambucus* spp.). While the beetle historically ranged throughout the Central Valley, recent surveys suggest the beetle is now restricted to scattered localities along the Sacramento, American, San Joaquin, Kings, Kaweah, and Tule rivers and their tributaries.

This species generally occurs in savanna areas and along waterways and in floodplains that support remnant stands of riparian vegetation containing elderberry shrubs. In order to serve as habitat, elderberry stems must be greater than 1.0 inches in diameter at ground level (DBH). In a comprehensive 1991 survey conducted by the USFWS, 50 percent of exit holes were found on branches between 2-4 inches in diameter. Occasional exit holes were found on branches thinner than 1.5 inches in diameter and no exit holes were found on branches measuring less than 0.6 inches in diameter. Most exit holes are found in mature, healthy and unstressed plants (USFWS 1991).

Both larvae and adult VELB feed on elderberry shrubs. Females mate and lay eggs in crevices in the elderberry bark. As larvae hatch they bore into the tree where they feed internally on the pith of the trunk and larger branches where they may stay up to two years.

VELB larvae chew an exit hole in the elderberry trunk, through which the adult beetle later exits the plant (CDFG 2003). Larvae then pupate and emerge as adult beetles. Adults are active between March and June when they will feed externally on elderberry flowers and foliage and mate (USFWS 2006a).

Status within the Folsom DS/FDR Action Area

The Folsom DS/FDR Action area includes blue elderberry (*Sambucus mexicana*), the obligate host of the VELB. Exit holes have been observed in the elderberry shrubs in the Folsom DS/FDR Action area. Therefore this species is assumed to occur within the Folsom DS/FDR Action area.

Because of the high probability of the occurrence of VELB in the Folsom DS/FDR Action area, protocol surveys were conducted by both ENTRIX and USFWS. Surveys for VELB record the number of elderberry shrubs, their stem diameters, and the presence and number of exit holes formed by VELB as they exit the branch. Specific elderberry shrubs had previously been identified for mitigation for the Folsom Bridge Project and the Corps' originally proposed Folsom Dam Modification Project. These plants are not included in the following counts. The surveys for VELB resulted in the recording of 137 elderberry shrubs within the Folsom DS/FDR Action area or 100 feet of this area. The 117 plants that are within the Action area will be adversely affected. The 20 plants in the 100-foot buffer area would be indirectly affected by dust or other construction-related consequences. However, Reclamation is proposing to transplant the shrubs that are within the 100-foot buffer area, so these will also be directly affected. Of the 137 shrubs, 124 will be transplanted and 13 are considered non-transplantable. Shrubs were identified as non-transplantable either due to their location or because they are growing in ground that they cannot be extracted from in a transplantable condition, such as boulders.

Compensation for indirect effects from other projects has already been provided for certain of these shrubs. In the one to three inches diameter category, 258 stems were recorded. In the greater than 3 to 5 inches diameter category, 150 stems were recorded. In the greater than 5 inches diameter category, 195 stems were recorded. Stem diameters (recorded near ground level) ranged from less than one inch to over eight inches. Elderberry shrubs for which heights were recorded ranged in height from three to twenty-seven feet, with an average height of approximately ten feet. Exit holes, both new and old, were observed during the survey.

3.3 Amphibians

3.3.1 California Red-Legged Frog

The California red-legged frog (*Rana aurora draytonii*) is federally listed as threatened (Federal Register 1996a) and is a California species of special concern. Critical habitat was

designated in 2001 (Federal Register 2001). However, on November 6, 2002, the U.S. District Court for the District of Columbia entered a consent decree, vacating the critical habitat designation (except Units 5 and 31) and remanding the designation to the USFWS to conduct an economic analysis. The USFWS released a recovery plan in 2002 (USFWS 2002a). Critical habitat was again proposed on November 3, 2005 (Federal Register 2005b), and the final rule was published on April 16, 2006 (Federal Register 2006a). No critical habitat is within the Folsom DS/FDR Action area.

Natural History

Historically, the California red-legged frog occurred in coastal mountains from Marin County south to northern Baja California, and along the floor and foothills of the Central Valley from about Shasta County south to Kern County (Jennings et al. 1992). Currently, this subspecies generally only occurs in the coastal portions of its historic range; it is apparently extirpated from the valley and foothills and in most of southern California south of Ventura County.

California red-legged frogs are usually associated with aquatic habitats, such as creeks, streams and ponds, and occur primarily in areas having pools approximately 3 feet deep, with adjacent dense emergent or riparian vegetation (Jennings and Hayes 1988). California red-legged frogs generally seem to stay near aquatic habitats, however, they are known to travel large distances seasonally within their local aquatic and terrestrial habitats (Jennings and Hayes 1994). Adults move between breeding and foraging habitats in spring and summer (Jennings and Hayes 1994). A few records exist that may indicate that they move into terrestrial riparian thickets during the fall (Jennings and Hayes 1994). During high water, this species are rarely observed (Jennings and Hayes 1994). Some individuals have been observed concealed in pockets or small mammal burrows beneath banks stabilized by shrubby riparian growth during periods of high water (Jennings and Hayes 1994), however much of the spatial ecology of this species is poorly understood.

California red-legged frogs breed from November to March. Egg masses are attached to emergent vegetation (Jennings and Hayes 1994) and hatch within fourteen days. Metamorphosis generally occurs between July and September. Postmetamorphs grow rapidly; males can reach sexual maturity by their second year after metamorphosis and females by their third year. Both sexes may not reproduce until three or four years after metamorphosis (Jennings and Hayes 1994).

Status within the Folsom DS/FDR Action Area

Within the Folsom DS/FDR Action area, perennial and intermittent creeks and Folsom Reservoir may provide marginally suitable habitat for this species. This species has been extirpated from this portion of the foothills. While red-legged frogs have been discovered in Calaveras County in 2003, creeks within the Folsom DS/FDR Action area are occupied by bullfrogs and fish, and therefore, likely preclude the reestablishment of California red-legged frogs here. According to CNDDDB, a juvenile California red-legged frog was observed along a small drainage adjacent to Fitch Way on the east side of the reservoir approximately one

mile up the South Fork American River arm. Despite the proximity on this occurrence to the area, vegetation surveys have failed to discover suitable vegetation to support red-legged frogs. Therefore, it is unlikely that this species occurs within the Folsom DS/FDR Action area.

3.4 Reptiles

3.4.1 Giant Garter Snake

The giant garter snake (*Thamnophis gigas*) is federally listed as threatened (Federal Register 1993) and is stated-listed as threatened under the California Endangered Species Act (CESA). No critical habitat has been designated for the giant garter snake, but a draft recovery plan for this snake has been written (USFWS 1999a). The Folsom DS/FDR Action area lies within the Midvalley Recovery Unit defined in this recovery plan.

Natural History

This species historically ranged in the Sacramento and San Joaquin valleys from Butte County in the north to Kern County in the south (Rossman et al. 1996). Its current range is much reduced, and it is apparently extirpated south of northern Fresno Co. (Bury 1971, Rossman et al. 1996).

Habitat requirements consist of adequate water during the snake's active season (early-spring through mid-fall) to provide food and cover. Emergent herbaceous wetland vegetation, such as cattails and bulrushes, serve as cover and foraging habitat during the active season; grassy banks and openings in waterside vegetation for basking; and uplands for cover and refuge from flood waters during the snake's dormant season in the winter (Hansen 1988). Giant garter snakes are absent from larger rivers and other water bodies that support introduced populations of large, predatory fish, and from wetlands with sand, gravel, or rock substrates (Hansen 1980, Rossman and Stewart 1987, Brode 1988, Hansen 1988).

The giant garter snake inhabits marshes, sloughs, ponds, small lakes, low-gradient streams, and other waterways and agricultural wetlands, such as irrigation and drainage canals and rice fields. Giant garter snakes feed on small fishes, tadpoles, and frogs (Fitch 1941, Hansen 1980, Hansen 1988). Giant garter snakes are found in small mammal burrows and other soil crevices above prevailing flood elevations throughout their winter dormancy period (November to mid-March). They typically select burrows with sunny aspects along south and west facing slopes. Upon emergence, males immediately begin searching for mates. The breeding season is March and April, and females give birth to live young from late July through early September (Hansen and Hansen 1990). Brood size is variable, ranging from 10 to 46 young (Hansen and Hansen 1990). Young immediately scatter into dense cover and absorb their yolk sacs, after which they begin feeding on their own. Sexual maturity is achieved by age three in males and age five for females.

Status within the Folsom DS/FDR Action Area

It is unlikely that the seasonal wetlands in the Folsom DS/FDR Action area hold water throughout the summer and into the fall. Intermittent and perennial creeks flowing into Folsom Reservoir could potentially support giant garter snakes. Potential habitat exists within the vicinity of the Folsom DS/FDR Action area, and individuals may be found within Folsom DS/FDR Action boundaries, it is unlikely that a viable population occurs within the Folsom DS/FDR Action area. In addition, this species has not been recorded from within the Folsom DS/FDR Action area. Occurrence records for this species are markedly west and south of the Folsom DS/FDR Action area.

3.5 Birds

3.5.1 Bald Eagle

The bald eagle (*Haliaeetus leucocephalus*) was formerly federally listed as endangered under the Endangered Species List of 1967 (32 FR 4001). In 1995, the bald eagle was downlisted to threatened (Federal Register 1995) and later was proposed for delisting as recovered in 1999 (Federal Register 1999). In 2006, USFWS re-opened the public comment period on the proposed delisting (Federal Register 2006b). At this time, the bald eagle remains federally listed as threatened, is listed as California Endangered under CESA and is a California fully protected species. No critical habitat has been designated for the bald eagle. Bald eagle populations in California were addressed in the recovery plan for the Pacific states of the lower 48 coterminous states (USFWS 1986).

Natural History

Bald eagles occur throughout North America north of northern Mexico. Breeding populations of bald eagles are generally found along coastal regions and major river and reservoir systems where there are tall trees or cliffs appropriate for nests. Suitable roost sites consisting of large sturdy trees with an open structure that allows access to perch; and feeding areas that include open water such as rivers, lakes, or the ocean, often where there are trees, cliffs, or large objects on which to perch (Harris 2002). During migration they may be found widely throughout their range. They winter primarily in coastal estuaries and river systems, and at large lakes and reservoirs that retain ice-free areas with many birds often gathering where there are concentrated food resources. In Alaska, thousands of bald eagles migrate each fall to take advantage of salmon runs (USFWS 2004a).

Nesting habitat for bald eagles in California and the Pacific northwest is typically within multi-storied, uneven-aged coniferous forest stands with at least some large trees and a relatively open canopy cover of between 20 to 60 percent (Lehman 1979; Anthony and Isaacs 1981). Nest trees are typically among the largest live trees in the area, often over 100 feet tall, and with a deformed top and large open branches in the top half of the tree. Nest site selection is also influenced by topography, distance to water, and distance from disturbance

(Lehman et al. 1980, Grubb et al. 1992). In California, 73 percent of the nest sites are within 0.5 mile of a body of water, and 89 percent are within 1 mile; no nests are known to be over 2 miles from water (Lehman et al. 1980). Perch trees are also needed by bald eagles for roosting and foraging. These trees typically provide an unobstructed view of the surrounding area and associated water body, and are often prominently located on the topography (USFWS 1986). Snag trees with exposed lateral limbs, or trees with dead tops, are often present in nesting territories and are used for perching or as points of access to and from the nest. Such trees also provide vantage points from which territories can be guarded and defended. Winter roost sites provide protection from inclement weather conditions and are characterized by more favorable microclimate conditions. These communal winter roosts can be at great distances from food sources (USFWS 1986).

Status within the Folsom DS/FDR Action Area

Bald eagles likely occur within the Folsom DS/FDR Action area as migrant and overwintering animals. There is potential for occurrence as breeding birds within the Folsom DS/FDR Action area based on the availability of adequate nesting sites and foraging habitat. Successful nesting has not yet been recorded at Folsom Reservoir. Based on anecdotal observations, a pair of immature eagles was noticed engaging in possible breeding behavior in early spring 2006. By March 2006, the eagles had left the Folsom DS/FDR Action area without any sign of successful breeding (SPR pers. comm.).

4.0 Analysis of Effects and Proposed Avoidance and Minimization Measures

The effects for the action alternatives were estimated based on the following conditions pertaining to Folsom DS/FDR Action implementation:

- Excavation activities at borrow sites upstream of Folsom Dam would occur when sites are dry. Indirect effects to aquatic habitats may occur at these sites during the rainy season following excavation activities.
- Borrow sites upstream of Folsom Dam would be utilized to their maximum extent. Sites would be excavated to an approximate depth of 30 feet between the shoreline and the 400-foot contour and the reservoir rim. Upon completion of borrow excavation activities, borrow areas would be sloped or restored to accommodate recreational foot traffic.
- Implementation of a spill prevention plan would reduce the risk of fuel or oil spills from construction and transportation equipment.
- The implementation of BMPs would control soil erosion due to construction activities, and minimize potential construction-related effects on water quality.
- A revised Water Control Manual, and the supporting environmental compliance coordination and documentation are expected to be completed at least one year prior to completion of construction of the Folsom DS/FDR Action. However, if this does not occur, the Folsom DS/FDR Action features would still be operated under existing operating criteria. Under this scenario, the same amount of water would ultimately be released with and without the Folsom DS/FDR Action features (due to operational constraints), but operators would have the ability to release more water sooner in a hydrologic event. The full flood damage reduction benefits of the spillway would not be fully realized until revision of the Water Control Manual and optimization of operation of the spillway is in place.

4.1 El Dorado Bedstraw

Analysis of Effects

Construction Related Effects

The El Dorado bedstraw is not likely to occur within the Folsom DS/FDR Action area. Therefore, no adverse effects to this species have been identified with the construction of any Folsom DS/FDR Action features, and no mitigation measures are proposed.

Operational Related Effects

The potential impacts from an increase in the reservoirs temporary storage capacity to this species were all associated with the 3.5-ft raise. There will not be any operations-related impacts to this species under the current project description.

4.2 Layne's Butterweed

Analysis of Effects

Construction Related Effects

Layne's butterweed is not likely to occur within the Folsom DS/FDR Action area. Therefore, no adverse effects to this species have been identified with the construction of any Folsom DS/FDR Action features, and no mitigation measures are proposed.

Operational Related Effects

The potential impacts from an increase in the reservoirs temporary storage capacity to this species were all associated with the 3.5-ft raise. There will not be any operations-related impacts to this species under the current project description.

4.3 Vernal Pool Fairy Shrimp

Analysis of Effects

Construction Related Effects

Evidence of seasonal ponding was observed in surveys in the vicinity of Dike 2 and southeast of MIAD, at locations that may be included in the Folsom DS/FDR Action as contractor use areas. A total of 0.03 acres of seasonal wetlands has been mapped at these locations. These seasonal ponds would likely be affected either directly (filling of habitat) or indirectly (water quality degradation, localized erosion, human intrusion, etc).

The sites in question are currently being surveyed for vernal pool fairy shrimp and vernal pool tadpole shrimp by a USFWS-approved biologist implementing proper survey protocols. The first survey, conducted during a dry period, was negative for the presence of either listed branchiopod species. Reclamation will conduct another survey for the listed branchiopods in wet conditions in early 2007. The USFWS will be provided with the survey data once each survey is complete.

If it is determined that this species is absent from the project footprint after the dry and wet season surveys, Folsom DS/FDR Action related effects to this species would not occur and therefore no avoidance and minimization measures would be necessary. If this species is

found, measures detailed in the following section would be implemented to reduce adverse effects to this species.

Operational Related Effects

The potential impacts from an increase in the reservoirs temporary storage capacity to this species were all associated with the 3.5-ft raise. There will not be any operations-related impacts to this species under the current project description.

Proposed Avoidance and Minimization Measures

The following avoidance and minimization measures are based on an existing USFWS Programmatic Consultation and Biological Opinion (USFWS 1996) and are subject to Section 7 consultation and USFWS approval. Avoidance and minimization measures may be adjusted at the direction of the USFWS.

Potential habitat for the vernal pool fairy shrimp that may be affected by construction activities for the Folsom DS/FDR Action has previously been altered by dam and dike construction for the Folsom Reservoir and does not represent undisturbed natural habitat.

For habitat that is directly or indirectly affected, vernal pool credits would be dedicated within a USFWS-approved ecosystem preservation bank. Based on USFWS evaluation of conservation values of the affected habitat, seasonal pool habitat may be preserved on the Folsom DS/FDR Action site or on another non-bank site as approved by the USFWS.

For habitat that is directly affected, vernal pool creation credits would be dedicated within a USFWS-approved habitat mitigation bank. Based on USFWS evaluation of site-specific conservation values of the affected habitat, vernal pool habitat would be created and monitored on the Folsom DS/FDR Action site or on another non-bank site as approved by the USFWS.

Vernal pool habitat and associated upland habitat used as on-site mitigation would be protected from adverse effects and managed in perpetuity with a Service approved conservation easement.

If habitat is to be avoided, an approved biologist (monitor) would inspect construction-related activities to ensure that no unnecessary take or destruction of habitat occurs. The biologist would have the authority to stop activities that may result in such take or destruction until corrective measures have been taken. The biologist also would be required to report immediately any unauthorized effects to Reclamation and to the USFWS and the California Department of Fish and Game.

Fencing would be maintained around any preserved seasonal pool habitat and a 250-foot wide buffer zone to prevent effects from vehicles and other construction-related activities.

All on-site construction personnel would receive instruction regarding the presence of listed species and the importance of avoiding effects to these species and their habitat.

4.4 Vernal Pool Tadpole Shrimp

Analysis of Effects

Construction Related Effects

Evidence of seasonal ponding was observed in surveys in the vicinity of Dike 2 and southeast of MIAD, at locations that may be included in the Folsom DS/FDR Action as contractor use areas. A total of 0.03 acres of seasonal wetlands has been mapped at these locations. These seasonal ponds would likely be affected either directly (filling of habitat) or indirectly (water quality degradation, localized erosion, human intrusion, etc).

The sites in question are currently being surveyed for vernal pool branchiopods by a USFWS-approved biologist implementing proper survey protocols. If this species is found to be absent, Folsom DS/FDR Action related effects to this species would not occur and therefore no avoidance and minimization measures would be necessary. If this species is found, the following measures are proposed to reduce adverse effects to this species.

Operational Related Effects

The potential impacts from an increase in the reservoirs temporary storage capacity to this species were all associated with the 3.5-ft raise. There will not be any operations-related impacts to this species under the current project description.

Proposed Avoidance and Minimization Measures

The following avoidance and minimization measures are based on an existing USFWS Programmatic Consultation and Biological Opinion (BO) and are subject to Section 7 consultation and USFWS approval. Avoidance and minimization measures may be adjusted at the discretion of the USFWS. Potential habitat for California vernal pool tadpole shrimp that may be affected by construction activities for the Folsom DS/FDR Action has previously been altered by dam and dike construction for the Folsom Reservoir and does not represent undisturbed natural habitat.

For habitat that is directly or indirectly affected, vernal pool credits would be dedicated within a USFWS-approved ecosystem preservation bank. Based on Service evaluation of conservation values of the affected habitat, seasonal pool habitat may be preserved on the Folsom DS/FDR Action site or on another non-bank site as approved by the USFWS.

For habitat that is directly affected, vernal pool creation credits would be dedicated within a USFWS-approved habitat mitigation bank. Based on USFWS evaluation of site-specific conservation values of the affected habitat, seasonal pool habitat would be created and monitored on the Folsom DS/FDR Action site or on another non-bank site as approved by the USFWS.

Vernal pool habitat and associated upland habitat used as on-site avoidance and minimization would be protected from adverse effects and managed in perpetuity with a Service approved conservation easement.

If habitat is to be avoided, an approved biologist (monitor) would inspect construction-related activities to ensure that no unnecessary take or destruction of habitat occurs. The biologist would have the authority to stop activities that may result in such take or destruction until corrective measures have been taken. The biologist also would be required to report immediately any unauthorized effects to Reclamation and to the USFWS and the California Department of Fish and Game.

Fencing would be maintained around any preserved vernal pool habitat and a 250-foot wide buffer zone to prevent effects from vehicles and other construction-related activity.

All on-site construction personnel would receive instruction regarding the presence of protected species and the importance of avoiding effects to these species and their habitat.

4.5 Valley Elderberry Longhorn Beetle

Analysis of Effects

Construction Related Effects

Actions resulting in the loss of elderberry shrubs, the obligate host plant of the valley elderberry longhorn beetle (VELB), in the Folsom DS/FDR Action footprint may result in adverse effects to individual beetles, pupae, or larvae as well as loss of habitat. The following avoidance and minimization measures are summarized from the Conservation Guidelines for the Valley Elderberry Longhorn Beetle (USFWS, 1999).

Within the boundaries of the Folsom DS/FDR Action, beetles inhabiting elderberry shrubs in areas of the proposed retrofit of the existing dikes and dams, proposed borrow areas or in proposed staging areas, contractor use areas, processing plant sites or along proposed haul routes would be directly affected by activities by removal of or direct impacts to elderberry shrubs or indirectly affected by dust.

Operational Related Effects

A revised Water Control Manual, and the supporting environmental compliance coordination and documentation are expected to be completed at least one year prior to completion of construction of the Folsom DS/FDR Action. However, if this does not occur, the Folsom DS/FDR Action features would be operated under existing operating criteria and no impacts to the valley elderberry longhorn beetle or its habitat would be expected.

Proposed Avoidance and Minimization Measures

The following avoidance and minimization measures are subject to and contingent upon a Section 7 consultation with the USFWS.

Where possible complete avoidance in conjunction with the establishment and maintenance of a 100 foot buffer zone surrounding any elderberry plants containing stems measuring 1.0 inches or greater in diameter. USFWS would be consulted before any disturbances within the buffer area are considered.

Elderberry plants that cannot be avoided would be transplanted if technically feasible. All elderberry plants containing stems measuring 1.0 inches or greater in diameter would be transplanted to a USFWS-approved conservation area between November 1, 2007 and February 15, 2008. Data on the number of stems in each category and the corresponding mitigation needs are provided in Appendix B.

Each elderberry stem measuring 1.0 inch or greater in diameter that is adversely affected would be compensated for in the conservation area, with elderberry seedlings or cuttings in accordance with the Service's 1999 Guidelines. Stems that cannot be feasibly transplanted will be compensated at a ratio two-times the normal amount. A minimum survival rate of at least 60 percent of the elderberry plants would be maintained throughout the monitoring period. If survival drops below this level, additional seedlings would be planted. Stock for plantings would be obtained from local sources.

Native plants associated with elderberry plants at the Folsom DS/FDR Action site or similar reference sites would be planted in accordance with the Service's 1999 guidelines. A minimum survival rate of at least 60 percent of the associated native plants would be maintained throughout the monitoring period. If survival drops below this level, additional seedlings or cuttings would be planted. Only stock from local sources would be used, unless such stock is not available, per the *Conservation Guidelines for the Valley Elderberry Longhorn Beetle* (USFWS 1999b).

4.6 California Red-Legged Frog

Analysis of Effects

Construction Related Effects

The California red-legged frog is not likely to occur within the Folsom DS/FDR Action area. Therefore, no adverse effects to the California red-legged frog have been identified with the construction of any Folsom DS/FDR Action features, and no mitigation measures are proposed. The construction of new flood protection berms, if required, would be analyzed in a supplemental Biological Assessment.

Operational Related Effects

The potential impacts from an increase in the reservoirs temporary storage capacity to this species were all associated with the 3.5-ft raise. There will not be any operations-related impacts to this species under the current project description.

Proposed Avoidance and Minimization Measures

No mitigation measures have been proposed since there is little likelihood of the frog occurring within the footprint of the proposed work. Furthermore, habitat for the frog in the construction area is marginal at best.

4.7 Giant Garter Snake

Analysis of Effects

Construction Related Effects

Giant garter snakes are not likely to occur in the Folsom DS/FDR Action area. Therefore, no adverse effects to the giant garter snake due to construction of any Folsom DS/FDR Action features have been identified, and no mitigation measures are proposed.

Operational Related Effects

The potential impacts from an increase in the reservoirs temporary storage capacity to this species were all associated with the 3.5-ft raise. There will not be any operations-related impacts to this species under the current project description.

Proposed Avoidance and Minimization Measures

No mitigation measures have been proposed since there is little likelihood of the giant garter snake occurring within the footprint of the proposed work.

4.8 Bald Eagle

Analysis of Effects

Construction Related Effects

Wintering bald eagles occurring within or less than 0.5 miles from proposed dike construction zones, haul routes, and borrow sites could incur effects as a result of noise and human presence. Alteration of aquatic habitat could temporarily prevent bald eagles from foraging in areas adjacent to on-going construction-related activities.

Construction activities, including earth moving, earthen dike retrofit, and haul route construction could result in permanent alteration of up to 95 acres of potential bald eagle

wintering habitat. The avoidance and minimization measures detailed in the following section would reduce the effects to this species.

Operational Effects

The potential impacts from an increase in the reservoirs temporary storage capacity to this species were all associated with the 3.5-ft raise. There will not be any operations-related impacts to this species under the current project description.

Proposed Avoidance and Minimization Measures

Prior to the implementation of vegetation removal, a Service-approved biologist would conduct surveys to ensure no bald eagles are present within the area in which vegetation is to be removed. If no bald eagles are observed, then no further mitigation measures would be implemented.

If bald eagles are present, vegetation removal would to be postponed until eagles vacate the area of their own volition. Eagles would not be disturbed in order to clear them from the area.

If breeding bald eagles are found to be present within or less than 0.5 mile from the proposed Folsom DS/FDR Action boundaries, a 0.5-mile buffer would be established around the nest site. This buffer zone would not be entered for Folsom DS/FDR Action construction activities until the eagles have completed breeding activities and have vacated the area of their own volition.

5.0 DETERMINATION OF EFFECTS

Based on the above information and the data collected up to this point, and with implementation of the avoidance and minimization measures, this Biological Assessment concludes that the expected outcome is:

- Implementation of construction activities for the Folsom DS/FDR Action will not adversely affect the El Dorado bedstraw or Layne’s butterweed.
- Implementation of the Folsom DS/FDR Action, , may result in loss of individuals of the vernal pool fairy shrimp, but will not rise to the level of a population effect.
- Implementation of the Folsom DS/FDR Action, may result in loss of individuals of California vernal pool tadpole shrimp, but will not rise to the level of a population effect.
- Implementation of construction activities for the Folsom DS/FDR Action, will adversely affect the valley elderberry longhorn beetle. If it becomes necessary to utilize the increased capacity of the reservoir for emergency retention of floodwaters, Reclamation will re-initiate formal Section 7 consultation with the Service.
- Implementation of construction activities for the Folsom DS/FDR Action will not adversely affect the California red-legged frog. Implementation of construction activities for the Folsom DS/FDR Action will not adversely affect the giant garter snake.
- Implementation of the Folsom DS/FDR Action, will not adversely affect the bald eagle.
- Implementation of the Folsom DS/FDR Action will not have adverse impacts from mercury to listed aquatic species.

If additional surveys conducted prior to construction result in an indication that the above listed species will be adversely affected by the proposed action, Reclamation will immediately notify the appropriate agencies and reinitiate formal Section 7 consultation.

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Zeiner, D. C., W. F. Laudenslayer, Jr., K. E. Mayer, and M. White. 1990a. California's wildlife: Volume II. birds. Sacramento, CA: California Department of Fish and Game.

Zeiner, D. C., W. F. Laudenslayer, Jr., K. E. Mayer, and M. White. 1990b. California's wildlife: Volume III. mammals. Sacramento, CA: California Department of Fish and Game.

**APPENDIX A. FEDERALLY LISTED, PROPOSED, AND CANDIDATE SPECIES
POTENTIALLY PRESENT IN THE VICINITY OF THE FOLSOM DS/FDR ACTION**



Table A-1			
Federally Listed, Proposed, and Candidate Species Potentially Present in the Vicinity of the Folsom DS/FDR Action			
Name	Status	Habitat	Potential to Occur
Plants			
Pine Hill ceanothus <i>Ceanothus roderickii</i>	FE, CR CNPS 1B	Chaparral and cismontane woodland with serpentinite or gabbroic soils. Elevation: 260-630 m.	No. Project area below species elevation range.
Pine Hill flannelbush <i>Fremontodendron californicum</i> ssp. <i>decumbens</i>	FE, CR CNPS 1B	Chaparral and cismontane woodland with gabbroic or serpentinite soil. Also rocky areas. Elevation: 425-760 m.	No. Project area below species elevation range.
El Dorado bedstraw <i>Galium californicum</i> ssp. <i>sierrae</i>	FE, CR CNPS 1B	Chaparral, cismontane woodland and lower montane coniferous forest with gabbroic soils. Elevations: 100-585 m.	Unlikely. No suitable soil or coniferous forest in project area.
Sacramento Orcutt grass <i>Orcuttia viscida</i>	FE, CE CNPS 1B	Vernal pools. Elevation: 30-100 m.	No. Suitable habitat is not present at the Project site, no vernal pools.
Layne's butterweed <i>Senecio layneae</i>	FT, CR CNPS 1B	Chaparral and cismontane woodland on serpentinite or gabbroic soils and/or rocky areas. Elevation: 200-1,000 m.	Unlikely. No chaparral or serpentinite soil in project area.
Invertebrates			
Vernal pool fairy shrimp <i>Branchinecta lynchi</i>	FT	Endemic to the grasslands of the Central Valley, Central Coast mountains, and South Coast mountains, in rain-filled pools. Inhabit small, clear-water sandstone-depression pools and grassed swales, earth slumps, or basalt-flow depression pools.	Possible. Have been recorded in close proximity to project area, marginal habitat exists
Valley elderberry longhorn beetle <i>Desmocerus californicus dimorphus</i>	FT	Occurs only in the Central Valley of California, in association with blue elderberry (<i>Sambucus mexicana</i>). Prefers to lay eggs in elderberry stems 2-8 inches in diameter; some preference shown for "stressed" elderberry shrubs.	Yes. Suitable habitat present within project area. Obligate host also occurs within project area

Name	Status	Habitat	Potential to Occur
Invertebrates (continued)			
vernal pool tadpole shrimp <i>Lepidurus packardi</i>	FE	Vernal pools in the Central Valley.	Unlikely. Potential habitat within project area may not hold water long enough
Amphibians			
California tiger salamander <i>Ambystoma californiense</i>	FT CSC	California endemic, a lowland species restricted to the grasslands and lowest foothill regions of Central and Northern California, which is where its breeding habitat (long-lasting rain pools) occurs. During dry-season, uses small mammal burrows as refuge, travelling up to 1.6 kilometers (km).	No. Outside the spawning range for the species.
California red-legged frog <i>Rana aurora draytonii</i>	FT CSC	Lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development and must have access to aestivation habitat.	Possible. However, only marginal habitat exists within project area.
Reptiles			
Giant garter snake <i>Thamnophis gigas</i>	FT CT	Prefers freshwater marsh and low gradient streams. Has adapted to drainage canals and irrigation ditches. This is the most aquatic of the garter snakes in California.	No. Although suitable habitat is present at the Project site, this species was not found during surveys in the Project area.
Birds			
Aleutian Canada goose <i>Branta canadensis leucopareia</i>	FD ¹	(Wintering) Winters on lakes and inland prairies. Forages on natural pasture or that cultivated to grain; loaf on lakes, reservoirs, and ponds.	Possible. Suitable habitat found within project area, although it is outside the reported wintering areas.

Name	Status	Habitat	Potential to Occur
Birds (continued)			
American peregrine falcon <i>Falco peregrinus anatum</i>	FD ² CE	(Nesting) Near wetlands, lakes, rivers, or other water; on cliffs, banks, dunes, mounds; also, human-made structures. Nest consists of a scrape on a depression or ledge in an open site.	Yes. Suitable nesting and foraging habitat present within project area.
Bald eagle <i>Haliaeetus leucocephalus</i>	FT/FPD ³ CE/CFP	(Nesting and wintering) Ocean shore, lake margins, and rivers for both nesting and wintering. Most nests within 1 mile of water. Nests in large, old-growth, or dominant live tree with open branches, especially ponderosa pine. Roosts communally in winter.	Yes. Suitable habitat within project area.

Sources

CDFG 2005a, CDFG 2005b, CDFG 2006a, CDFG 2006b, USFWS 2005a, Zeiner et al. 1988; 1990a; and 1990b.

Codes

¹ Delisted from federally threatened on 3/20/2001

² Delisted from federally endangered on 8/25/1999

³ Proposed for federal delisting on 2/16/2006

FE: federally listed as endangered

FT = federally listed as threatened

FD: federally delisted

FPD: federally proposed for delisting

CE: State of California Endangered

CT: State of California Threatened

CR: State of California Rare

CFP: California Fully Protected

CSC: California Species of Concern

CNPS = California Native Plant Society

1b = rare, threatened or endangered in California and elsewhere

APPENDIX B. ELDERBERRY MITIGATION



Folsom DS/FDR Action – Biological Assessment

Table B-1. Transplantable Elderberry Shrubs							
Location	Stems (maximum diameter at ground level)	Exit Hole on Shrub (Yes or No)	Elderberry Seedling Ratio	Associated Native Plant Ratio	Number of Stems Counted	Required Elderberry Plantings	Required Associated Native Plant Plantings
Dikes 1, 2, 3							
Non-Riparian	1-3"	No	1:1	1:1	3	3	3
		Yes	2:1	2:1	6	12	24
Total					9	15	27
Total Elderberry Shrubs (all shrubs assumed directly affected)					2		
Compensation Area required for transplants and seedlings						0.12	
Compensation Area Required for Additional Native Plantings						0.12	
Total						0.24	
Dikes 4 – 8, MIAD, Right Wing Dam, and Staging Areas							
Non-Riparian	1-3"	No	1:1	1:1	77	77	77
		Yes	2:1	2:1	58	116	232
Non-Riparian	3-5"	No	2:1	1:1	40	80	80
		Yes	4:1	2:1	22	88	176
Non-Riparian	>5"	No	3:1	1:1	48	144	144
		Yes	6:1	2:1	21	126	252
Riparian	1-3"	No	2:1	1:1	2	4	4
		Yes	4:1	2:1	0	0	0
Riparian	3-5"	No	3:1	1:1	10	30	30
		Yes	6:1	2:1	0	0	0
Riparian	>5"	No	4:1	1:1	10	40	40
		Yes	8:1	2:1	0	0	0
Total					288	705	1035
Total Elderberry Shrubs (all shrubs assumed directly affected)					63		
Compensation Area required for transplants and seedlings						5.83	
Compensation Area required for additional native plants						3.22	
Total						9.05	
Left Wing Dam (Auxiliary Spillway)							
Non-Riparian	1-3"	No	1:1	1:1	58	58	58
		Yes	2:1	2:1	2	4	8
Non-Riparian	3-5"	No	2:1	1:1	51	102	102
		Yes	4:1	2:1	8	32	64
Non-Riparian	>5"	No	3:1	1:1	85	255	255
		Yes	6:1	2:1	4	24	48
Riparian	1-3"	No	2:1	1:1	3	6	6
		Yes	4:1	2:1	0	0	0
Riparian	3-5"	No	3:1	1:1	1	3	3
		Yes	6:1	2:1	0	0	0
Riparian	>5"	No	4:1	1:1	3	12	12
		Yes	8:1	2:1	0	0	0
Total					215	496	556
Total Elderberry Shrubs (all shrubs assumed directly affected)					55		
Compensation Area required for transplants and seedlings						4.13	
Compensation Area required for additional native plants						0.50	
Total						4.63	
Total for All Areas						13.92	

Table B-2. Non-Transplantable Elderberry Shrubs

Location	Stems (maximum diameter at ground level)	Exit Hole on Shrub (Yes or No)	Elderberry Seedling Ratio	Associated Native Plant Ratio	Number of Stems Observed	Required Elderberry Plantings	Required Associated Native Plant Plantings
Left Wing Dam (Auxiliary Spillway)¹							
Non-Riparian	1-3"	No	2:1	1:1	5	10	10
		Yes	4 :1	2:1	0	0	0
Non-Riparian	3-5"	No	4:1	1:1	4	16	16
		Yes	8:1	2:1	0	0	0
Non-Riparian	>5"	No	6:1	1:1	7	42	42
		Yes	12:1	2:1	0	0	0
Riparian	1-3"	No	4:1	1:1	7	28	28
		Yes	8:1	2:1	0	0	0
Riparian	3-5"	No	6:1	1:1	0	0	0
		Yes	12:1	2:1	0	0	0
Riparian	>5"	No	8:1	1:1	10	80	80
		Yes	16:1	2:1	0	0	0
Total					33	176	176
Total Elderberry Shrubs (all shrubs assumed directly affected)					11		
Compensation Area Required for Additional Seedlings and Native Plants							1.45

¹- compensation for indirect impacts to 9 under other projects

APPENDIX C. U.S. FISH AND WILDLIFE SERVICE SPECIES LISTS FOR PROJECT
QUADRANGLES





**APPENDIX A. FEDERALLY LISTED, PROPOSED, AND CANDIDATE SPECIES
POTENTIALLY PRESENT IN THE VICINITY OF THE FOLSOM DS/FDR ACTION**



Table A-1			
Federally Listed, Proposed, and Candidate Species Potentially Present in the Vicinity of the Folsom DS/FDR Action			
Name	Status	Habitat	Potential to Occur
Plants			
Pine Hill ceanothus <i>Ceanothus roderickii</i>	FE, CR CNPS 1B	Chaparral and cismontane woodland with serpentinite or gabbroic soils. Elevation: 260-630 m.	No. Project area below species elevation range.
Pine Hill flannelbush <i>Fremontodendron californicum</i> ssp. <i>decumbens</i>	FE, CR CNPS 1B	Chaparral and cismontane woodland with gabbroic or serpentinite soil. Also rocky areas. Elevation: 425-760 m.	No. Project area below species elevation range.
El Dorado bedstraw <i>Galium californicum</i> ssp. <i>sierrae</i>	FE, CR CNPS 1B	Chaparral, cismontane woodland and lower montane coniferous forest with gabbroic soils. Elevations: 100-585 m.	Unlikely. No suitable soil or coniferous forest in project area.
Sacramento Orcutt grass <i>Orcuttia viscida</i>	FE, CE CNPS 1B	Vernal pools. Elevation: 30-100 m.	No. Suitable habitat is not present at the Project site, no vernal pools.
Layne's butterweed <i>Senecio layneae</i>	FT, CR CNPS 1B	Chaparral and cismontane woodland on serpentinite or gabbroic soils and/or rocky areas. Elevation: 200-1,000 m.	Unlikely. No chaparral or serpentinite soil in project area.
Invertebrates			
Vernal pool fairy shrimp <i>Branchinecta lynchi</i>	FT	Endemic to the grasslands of the Central Valley, Central Coast mountains, and South Coast mountains, in rain-filled pools. Inhabit small, clear-water sandstone-depression pools and grassed swales, earth slumps, or basalt-flow depression pools.	Possible. Have been recorded in close proximity to project area, marginal habitat exists
Valley elderberry longhorn beetle <i>Desmocerus californicus dimorphus</i>	FT	Occurs only in the Central Valley of California, in association with blue elderberry (<i>Sambucus mexicana</i>). Prefers to lay eggs in elderberry stems 2-8 inches in diameter; some preference shown for "stressed" elderberry shrubs.	Yes. Suitable habitat present within project area. Obligate host also occurs within project area

Name	Status	Habitat	Potential to Occur
Invertebrates (continued)			
vernal pool tadpole shrimp <i>Lepidurus packardi</i>	FE	Vernal pools in the Central Valley.	Unlikely. Potential habitat within project area may not hold water long enough
Amphibians			
California tiger salamander <i>Ambystoma californiense</i>	FT CSC	California endemic, a lowland species restricted to the grasslands and lowest foothill regions of Central and Northern California, which is where its breeding habitat (long-lasting rain pools) occurs. During dry-season, uses small mammal burrows as refuge, travelling up to 1.6 kilometers (km).	No. Outside the spawning range for the species.
California red-legged frog <i>Rana aurora draytonii</i>	FT CSC	Lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development and must have access to aestivation habitat.	Possible. However, only marginal habitat exists within project area.
Reptiles			
Giant garter snake <i>Thamnophis gigas</i>	FT CT	Prefers freshwater marsh and low gradient streams. Has adapted to drainage canals and irrigation ditches. This is the most aquatic of the garter snakes in California.	No. Although suitable habitat is present at the Project site, this species was not found during surveys in the Project area.
Birds			
Aleutian Canada goose <i>Branta canadensis leucopareia</i>	FD ¹	(Wintering) Winters on lakes and inland prairies. Forages on natural pasture or that cultivated to grain; loaf on lakes, reservoirs, and ponds.	Possible. Suitable habitat found within project area, although it is outside the reported wintering areas.

Name	Status	Habitat	Potential to Occur
Birds (continued)			
American peregrine falcon <i>Falco peregrinus anatum</i>	FD ² CE	(Nesting) Near wetlands, lakes, rivers, or other water; on cliffs, banks, dunes, mounds; also, human-made structures. Nest consists of a scrape on a depression or ledge in an open site.	Yes. Suitable nesting and foraging habitat present within project area.
Bald eagle <i>Haliaeetus leucocephalus</i>	FT/FPD ³ CE/CFP	(Nesting and wintering) Ocean shore, lake margins, and rivers for both nesting and wintering. Most nests within 1 mile of water. Nests in large, old-growth, or dominant live tree with open branches, especially ponderosa pine. Roosts communally in winter.	Yes. Suitable habitat within project area.

Sources

CDFG 2005a, CDFG 2005b, CDFG 2006a, CDFG 2006b, USFWS 2005a, Zeiner et al. 1988; 1990a; and 1990b.

Codes

¹ Delisted from federally threatened on 3/20/2001

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³ Proposed for federal delisting on 2/16/2006

FE: federally listed as endangered

FT = federally listed as threatened

FD: federally delisted

FPD: federally proposed for delisting

CE: State of California Endangered

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1b = rare, threatened or endangered in California and elsewhere

APPENDIX B. ELDERBERRY MITIGATION



Table B-1. Transplantable Elderberry Shrubs							
Location	Stems (maximum diameter at ground level)	Exit Hole on Shrub (Yes or No)	Elderberry Seedling Ratio	Associated Native Plant Ratio	Number of Stems Counted	Required Elderberry Plantings	Required Associated Native Plant Plantings
Dikes 4 – 8, MIAD, Right Wing Dam, and Staging Areas							
Non-Riparian	1-3"	No	1:1	1:1	73*	73	73
		Yes	2:1	2:1	77	154	308
Non-Riparian	3-5"	No	2:1	1:1	43	86	86
		Yes	4:1	2:1	26	104	208
Non-Riparian	>5"	No	3:1	1:1	47	141	141
		Yes	6:1	2:1	30	180	360
Riparian	1-3"	No	2:1	1:1	2	4	4
		Yes	4:1	2:1	0	0	0
Riparian	3-5"	No	3:1	1:1	10	30	30
		Yes	6:1	2:1	0	0	0
Riparian	>5"	No	4:1	1:1	10	40	40
		Yes	8:1	2:1	0	0	0
Total					318	812	1250
Total Elderberry Shrubs (all shrubs assumed directly affected)					72		
Compensation Area required for transplants and seedlings							6.71
Compensation Area required for additional native plants (10/1800 ft ²)							1.81
Total							8.52
Left Wing Dam (Auxiliary Spillway)							
Non-Riparian	1-3"	No	1:1	1:1	61	61	61
		Yes	2:1	2:1	9	18	36
Non-Riparian	3-5"	No	2:1	1:1	49	98	98
		Yes	4:1	2:1	15	60	120
Non-Riparian	>5"	No	3:1	1:1	79	237	237
		Yes	6:1	2:1	4	24	48
Riparian	1-3"	No	2:1	1:1	3	6	6
		Yes	4:1	2:1	0	0	0
Riparian	3-5"	No	3:1	1:1	1	3	3
		Yes	6:1	2:1	0	0	0
Riparian	>5"	No	4:1	1:1	3	12	12
		Yes	8:1	2:1	0	0	0
Total					224	519	519
Total Elderberry Shrubs (all shrubs assumed directly affected)					54		
Compensation Area required for transplants and seedlings							4.29
Compensation Area required for additional native plants (10/1800 ft ²)							0.42
Total							4.71
Total for All Areas							13.23

*4 stems added as compensation for shrub that was unreachable for measuring

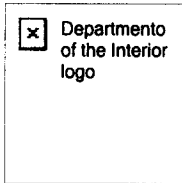
Table B-2. Non-Transplantable Elderberry Shrubs

Location	Stems (maximum diameter at ground level)	Exit Hole on Shrub (Yes or No)	Elderberry Seedling Ratio	Associated Native Plant Ratio	Number of Stems Observed	Required Elderberry Plantings	Required Associated Native Plant Plantings
Left Wing Dam (Auxiliary Spillway)¹							
Non-Riparian	1-3"	No	2:1	1:1	17	34	34
		Yes	4:1	2:1	0	0	0
Non-Riparian	3-5"	No	4:1	1:1	14	56	56
		Yes	8:1	2:1	0	0	0
Non-Riparian	>5"	No	6:1	1:1	14	84	84
		Yes	12:1	2:1	0	0	0
Riparian	1-3"	No	4:1	1:1	16	64	64
		Yes	8:1	2:1	0	0	0
Riparian	3-5"	No	6:1	1:1	1	6	6
		Yes	12:1	2:1	0	0	0
Riparian	>5"	No	8:1	1:1	10	80	80
		Yes	16:1	2:1	0	0	0
Total					72	324	324
Total Elderberry Shrubs (all shrubs assumed directly affected)					13		
Compensation Area Required for Additional Seedlings and Native Plants							2.68

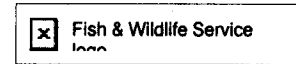
APPENDIX C. U.S. FISH AND WILDLIFE SERVICE SPECIES LISTS FOR PROJECT
QUADRANGLES



United States Department of the Interior



FISH AND WILDLIFE SERVICE



Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825

November 10, 2006

Document Number: 061110061148

Gretchen Lebednik
ENTRIX, Inc.
590 Ygnacio Valley Road Suite 200
Walnut Creek, CA 94598

Subject: Species List for Folsom Dam Safety/Flood Damage Reduction Action

Dear: Ms. Lebednik

We are sending this official species list in response to your November 10, 2006 request for information about endangered and threatened species. The list covers the California counties and/or U.S. Geological Survey 7½ minute quad or quads you requested.

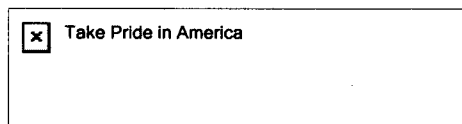
Our database was developed primarily to assist Federal agencies that are consulting with us. Therefore, our lists include all of the sensitive species that have been found in a certain area *and also ones that may be affected by projects in the area*. For example, a fish may be on the list for a quad if it lives somewhere downstream from that quad. Birds are included even if they only migrate through an area. In other words, we include all of the species we want people to consider when they do something that affects the environment.

Please read Important Information About Your Species List (below). It explains how we made the list and describes your responsibilities under the Endangered Species Act.

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be February 08, 2007.

Please contact us if your project may affect endangered or threatened species or if you have any questions about the attached list or your responsibilities under the Endangered Species Act. A list of Endangered Species Program contacts can be found at www.fws.gov/sacramento/es/branches.htm.

Endangered Species Division



<- Revise Selection

Print this page

These buttons will not appear on your list.

Make Official Letter ->

**Federal Endangered and Threatened Species that Occur in
or may be Affected by Projects in the Counties and/or
U.S.G.S. 7 1/2 Minute Quads you requested**

Document Number: 061110061544

Database Last Updated: October 27, 2006

Species of Concern - The Sacramento Fish & Wildlife Office no longer maintains a list of species of concern. However, various other agencies and organizations maintain lists of at-risk species. These lists provide essential information for land management planning and conservation efforts. See www.fws.gov/sacramento/es/spp_concern.htm for more information and links to these sensitive species lists.

Red-Legged Frog Critical Habitat - The Service has designated final critical habitat for the California red-legged frog. The designation became final on May 15, 2006. See our [map index](#).

Species

Listed Species

Invertebrates

Branchinecta conservatio

Conservancy fairy shrimp (E)

Branchinecta lynchi

vernal pool fairy shrimp (T)

Desmocerus californicus dimorphus

valley elderberry longhorn beetle (T)

Lepidurus packardi

vernal pool tadpole shrimp (E)

Fish

Hypomesus transpacificus

delta smelt (T)

Oncorhynchus mykiss

Central Valley steelhead (T) (NMFS)

Critical habitat, Central Valley steelhead (X) (NMFS)

Oncorhynchus tshawytscha

Central Valley spring-run chinook salmon (T) (NMFS)

winter-run chinook salmon, Sacramento River (E) (NMFS)

Amphibians

Ambystoma californiense

California tiger salamander, central population (T)

Rana aurora draytonii

California red-legged frog (T)

Reptiles

Thamnophis gigas

giant garter snake (T)

Birds

Haliaeetus leucocephalus

bald eagle (T)

Plants

Calystegia stebbinsii

Stebbins's morning-glory (E)

Ceanothus roderickii

Pine Hill ceanothus (E)

Fremontodendron californicum ssp. *decumbens*

Pine Hill flannelbush (E)

Galium californicum ssp. sierrae

El Dorado bedstraw (E)

Orcuttia viscida

Critical habitat, Sacramento Orcutt grass (X)

Sacramento Orcutt grass (E)

Senecio layneae

Layne's butterweed (=ragwort) (T)

Candidate Species

Fish

Oncorhynchus tshawytscha

Central Valley fall/late fall-run chinook salmon (C) (NMFS)

Critical habitat, Central Valley fall/late fall-run chinook (C) (NMFS)

Selected Quads

CLARKSVILLE (511A) FOLSOM (511B) ROCKLIN (527C) PILOT HILL (527D)

County Lists

No county species lists requested.

Key:

- (E) Endangered - Listed as being in danger of extinction.
- (T) Threatened - Listed as likely to become endangered within the foreseeable future.
- (P) Proposed - Officially proposed in the Federal Register for listing as endangered or threatened.
- (NMFS) Species under the Jurisdiction of the National Oceanic & Atmospheric Administration Fisheries Service. Consult with them directly about these species.
- Critical Habitat - Area essential to the conservation of a species.
- (PX) Proposed Critical Habitat - The species is already listed. Critical habitat is being proposed for it.
- (C) Candidate - Candidate to become a proposed species.
- (V) Vacated by a court order. Not currently in effect. Being reviewed by the Service.
- (X) Critical Habitat designated for this species

Important Information About Your Species List

How We Make Species Lists

We store information about endangered and threatened species lists by U.S. Geological Survey 7½ minute quads. The United

States is divided into these quads, which are about the size of San Francisco.

The animals on your species list are ones that occur within, or may be affected by projects within, the quads covered by the li

- Fish and other aquatic species appear on your list if they are in the same watershed as your quad or if water use in your quad might affect them.
- Amphibians will be on the list for a quad or county if pesticides applied in that area may be carried to their habitat by currents.
- Birds are shown regardless of whether they are resident or migratory. Relevant birds on the county list should be considered regardless of whether they appear on a quad list.

Plants

Any plants on your list are ones that have actually been observed in the area covered by the list. Plants may exist in an area without ever having been detected there. You can find out what's in the nine surrounding quads through the California Native Plant Society's online [Inventory of Rare and Endangered Plants](#).

Surveying

Some of the species on your list may not be affected by your project. A trained biologist or botanist, familiar with the habitat requirements of the species on your list, should determine whether they or habitats suitable for them may be affected by your project. We recommend that your surveys include any proposed and candidate species on your list.

For plant surveys, we recommend using the [Guidelines for Conducting and Reporting Botanical Inventories](#). The results of your surveys should be published in any environmental documents prepared for your project.

Your Responsibilities Under the Endangered Species Act

All animals identified as listed above are fully protected under the Endangered Species Act of 1973, as amended. Section 9 of the Act and its implementing regulations prohibit the take of a federally listed wildlife species. Take is defined by the Act as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect" any such animal.

Take may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or shelter (50 CFR §17.3).

Take incidental to an otherwise lawful activity may be authorized by one of two procedures:

- If a Federal agency is involved with the permitting, funding, or carrying out of a project that may result in take, then the agency must engage in a formal [consultation](#) with the Service.
- During formal consultation, the Federal agency, the applicant and the Service work together to avoid or minimize the impact on listed species and their habitat. Such consultation would result in a biological opinion by the Service addressing the anticipated effect of the project on listed and proposed species. The opinion may authorize a limited level of incidental take.
- If no Federal agency is involved with the project, and federally listed species may be taken as part of the project, then the applicant, should apply for an incidental take permit. The Service may issue such a permit if you submit a satisfactory conservation plan for the species that would be affected by your project.
- Should your survey determine that federally listed or proposed species occur in the area and are likely to be affected by the project, we recommend that you work with this office and the California Department of Fish and Game to develop a plan that minimizes the project's direct and indirect impacts to listed species and compensates for project-related loss of habitat. You should include the plan in any environmental documents you file.

Critical Habitat

When a species is listed as endangered or threatened, areas of habitat considered essential to its conservation may be designated as critical habitat. These areas may require special management considerations or protection. They provide needed space for growth and normal behavior; food, water, air, light, other nutritional or physiological requirements; cover or shelter; and sites for breeding, reproduction, rearing of offspring, germination or seed dispersal.

Although critical habitat may be designated on private or State lands, activities on these lands are not restricted unless there is Federal involvement in the activities or direct harm to listed wildlife.

If any species has proposed or designated critical habitat within a quad, there will be a separate line for this on the species list. Boundary descriptions of the critical habitat may be found in the Federal Register. The information is also reprinted in the Code of Federal Regulations (50 CFR 17.95). See our [critical habitat page](#) for maps.

Candidate Species

We recommend that you address impacts to candidate species. We put plants and animals on our candidate list when we have enough scientific information to eventually propose them for listing as threatened or endangered. By considering these species early in your planning process you may be able to avoid the problems that could develop if one of these candidates was listed before the end of your project.

Wetlands

If your project will impact wetlands, riparian habitat, or other jurisdictional waters as defined by section 404 of the Clean Water Act and/or section 10 of the Rivers and Harbors Act, you will need to obtain a permit from the U.S. Army Corps of Engineers. Impacts to wetland habitats require site specific mitigation and monitoring. For questions regarding wetlands, please contact Mark Littlefield of this office at (916) 414-6580.

Updates

Our database is constantly updated as species are proposed, listed and delisted. If you address proposed and candidate species in your planning, this should not be a problem. However, we recommend that you get an updated list every 90 days. That would be February 08, 2007.

APPENDIX D. MERCURY WHITE PAPER

WHITE PAPER
A BRIEF SYNTHESIS ON MERCURY IN THE ENVIRONMENT

February 6, 2006

Prepared by:
ENTRIX, Inc.
590 Ygnacio Valley Road, Suite 200
Walnut Creek, CA 94596

For:
USDI, Bureau of Reclamation

Mercury in the Environment

Mercury is a heavy metal that comes from natural and anthropogenic sources. It is toxic to human and wildlife in extremely low concentrations, and has been considered as an environmental pollutant for several decades (Jones and Slotton 1996, EPA 1997). Because of the tremendous increase of mercury production and use in this century, mercury contamination is now virtually world-wide. Mercury travels easily through different environmental media, it can be transported atmospherically, hydraulically, and biologically in a variety of forms. Mercury may be present in the environment as elemental mercury, inorganic mercury, or organic mercury (methyl mercury) (Beckvar et al. 1996). Most mercury is released into the environment as inorganic mercury, which is primarily bound to particulates and organic substances and may not be available for direct uptake by aquatic organisms.

Under anaerobic conditions, bacteria convert inorganic mercury into methyl mercury which is then available for uptake into the food web (Beckvar et al. 1996, EPA 1997). Rates of methyl mercury production depend not only on the abundance of inorganic mercury but also on a complex assortment of environmental variables which affect the activities and species composition of the bacteria and the availability of the inorganic mercury for methylation (HSDB 2003, Beckvar et al. 1996, EPA 1997). These factors include temperature, dissolved organic carbon, salinity, acidity (pH), oxidation-reduction conditions, and the form and concentration of sulfur in water and sediments (Beckvar et al. 1996, EPA 1997).

Methyl mercury normally occurs in the environment at extremely low concentrations; however, it is taken up easily by aquatic organisms and bioaccumulated. The food web is the main pathway for bioaccumulation. The concentration of methyl mercury generally increases by a factor of ten or less with each step up the food chain, a process known as biomagnification (Alpers et al. 2005). Therefore, even though the concentrations of elemental or oxidized mercury in water may be very low and deemed safe for human consumption in drinking water, methyl mercury concentration levels in fish, especially predatory species such as bass and catfish, may reach levels that are considered potentially harmful to humans and fish-eating wildlife (Alpers et al. 2005). Fish at the top of the food web can harbor mercury concentrations in their tissues over one million times the mercury concentration in the water in which they swim (Jones and Slotton 1996). Methyl mercury may comprise more than 95% of the mercury in fish tissue while only 5-15% of the total mercury burden in sediments and water of contaminated lakes is methyl mercury (Saroff 1990, as cited in Beckvar et al. 1996, EPA 1997, and Jones and Slotton 1996)

Mercury in California

While most areas of the world receive most of their mercury input through atmospheric deposition, most mercury in California stems from historic mining

operations. The Coast Ranges have large quantities of mercury ores that were historically mined. These areas are a continuing source of mercury to the waters of the state from unreclaimed mines and tailings and from natural deposits. These Coast Range sources are estimated to contribute large quantities of mercury to west side Central Valley streams and the Sacramento River (May et al. 1999 and Jones and Slotton 1996). Mercury was mined in the Coast Ranges in the form of mercury sulfide, and then transported to the Sierra Nevada Gold mining regions (as elemental Hg) where it was used in gold recovery operations (Bradley 1918 as cited in Domagalski 2001, Alpers et al. 2005, May et al. 1999, and Jones and Slotton 1996). In Sierra Nevada foothill streams and rivers, the most important sources of mercury are from historic gold mining operations, where elemental mercury was used to extract gold from either placer or primary ore deposits (Domagalski 2001). While elemental mercury is not biologically available, it poses a threat to wildlife and humans through its potential conversion to methyl mercury. Elemental mercury can be converted to inorganic mercury, which can, in turn, be methylated to form methyl mercury (Beckvar et al 1996, Domagalski et al. 2001).

In the American River watershed, extensive hydraulic mining of placer gold deposits took place between the 1850s and 1884, resulting in the release of 750,000 kg of elemental mercury into the environment (DTMC and SRWP 2002, Saiki et al., 2004). Hardrock mining of lode gold deposits in the American River watershed occurred from the 1880s until 1942. Dredging of placer gold deposits in the lower American River watershed took place from 1898 to 1956, the year that Folsom Dam and Nimbus Dam were completed (Saiki et al., 2004).

Mercury Transport in Rivers

Mercury can be transported in air with subsequent wet or dry deposition to water bodies; by river systems, dissolved in water or attached to sediment or biological particles; and in the tissues of aquatic organisms (Domagalski et al. 2004). Elemental mercury from gold mining operations was transported directly into rivers and other water bodies during sluicing or deposited in mine tailings in upland areas. From these deposits it travels via surface transport, erosion, and pore water to aquatic environments. Once in the aquatic environment, mercury is transported downstream through normal fluvial processes. While total mercury concentrations are correlated with total suspended solid concentrations in the water column, the concentration of methyl mercury is not (Domagalski 2001).

Mercury in sediments occurs primarily in the form of inorganic mercury. Studies in California rivers suggest that less than 8 percent of the total mercury (elemental, ionic, inorganic and methylated) is available in an ionic form that is available for conversion to either elemental or methylated forms. In the American River, below Nimbus Dam, the amount of reactive mercury in sediments ranged from 0.8 to 2.5 percent (Domagalski 2001, Domagalski et al. 2001). Other

studies have found that the amount of total mercury in sediments is not correlated with the amount of methyl mercury available to fish (Beckvar et al. 1996).

Reservoirs act as depositional sinks for mercury (Slotton 2000). Studies in the American River watershed have found reduced concentrations of mercury in biota below reservoirs, as compared to above them (Slotton 2000). Reservoirs trap mercury because suspended sediments, the principal means by which mercury is transported, tend to settle to the bottom (Domagalski et al. 2000). Through a series of chemical and biological processes, elemental and inorganic mercury can be converted to methyl mercury, which is the primary compound of concern to wildlife and humans (Beckvar, et al. 1996). Bioavailability studies confirm that the reservoir acts as an interceptor of not only inorganic, sediment-based mercury, but of bioavailable methyl mercury as well (Jones and Slotton, 1996).

Mercury Standards and Levels Affecting Salmonids

The U.S. Environmental Protection Agency (EPA) has recommended criteria for mercury to protect aquatic life and human health. The recommended water-quality criterion is 50 ng/L (EPA1999). For fish tissue, EPA recommends a target of an average of no more than 0.3 mg/kg of methyl mercury (Slotton 2000, CSWRCB 2006, Domagalski 2001).

The California State Regional Water Quality Control Board recommends a limit of 1.06 mg/kg of dry weight in sediment concentrations (CSWRCB 2006). The National Oceanographic and Atmospheric Administration (NOAA) established a screening level of 0.486 mg/kg for sediments in freshwater.

Table 1 summarizes mercury and methyl mercury criteria for the U.S. and California. It also summarizes the mercury concentrations found in water, sediments and fish tissues in the project area and downstream waters. Note that criteria and measured values for mercury are total mercury concentrations including methyl mercury. In water and sediment samples, only a small portion of the total mercury is methyl mercury. Fish samples also reflect total mercury, but nearly all of this mercury is methyl mercury.

Table 1- Water Quality, Sediments, and Salmonid Tissue Mercury and Methyl mercury Concentrations at different locations on the American River and criteria.

Values are geometric means (ranges in parenthesis)

Parameters	Criteria	Unit	Folsom Reservoir	Lake Natomas	American River below Nimbus Dam	American River near mouth
Water quality <i>(Unfiltered water)</i>	Total mercury EPA Drinking Water ¹ : 50 Freshwater CCC ^{2,13} : 770	ng/L		1.36 ⁶	<0.85 ⁶ ~1.5 (0.3-15.4) ⁸	~2 (0.5-13.3) ⁸ ~1.7(1.1-4.2) ^{9,12} 2.8 (0.9-18.5) ¹⁰ 3.9 ¹¹
	Methyl mercury	ng/L		<0.04 ⁶	<0.04 ⁵ ~0.03(0.02-0.1) ⁸	(0.02-0.16) ⁸
Sediments	Total Mercury CSRWQCB ³ : 1.06 NOAA ¹³ PEL: 0.486 CVRWQCB 0.2 ¹⁴	mg/kg	0.16 (0.12-0.20) ₄		0.15 ⁶	0.16, 0.15 ^{6,9}
Salmonid Tissue <i>(wet weight)</i>	Total Mercury EPA ^{1,3} 0.3	mg/kg	Trout: 0.2(0.0-0.9) ⁵ Chinook Salmon: 0.8 (0.5-1.0) ⁵	0.04(0.02-0.10) ⁷		

¹ EPA 2001

² EPA1999.

CCC (Criterion Continuous Concentration) is an estimate of the highest concentration of a material in surface water to which an aquatic community can be exposed indefinitely without resulting in an unacceptable effect.

³ CSWRCB 2006

⁴ Reclamation 2006

⁵ Reclamation unpublished data

⁶ USGS NWISWeb database for stations 384122121095801 AMERICAN R 1.4 MI DS FOLSOM DAM NR FOLSOM CA (Lake Natomas), 11446500 AMERICAN R A FAIR OAKS CA (Below Nimbus Dam), and 11447000 AMERICAN R A SACRAMENTO CA (near mouth).

⁷ Saiki et al. 2004

⁸ Values derived from logarithmic plot in SRWP 2005. Central tendency is the median.

⁹ Domagalski et al. 2001

¹⁰ USGS NAWQA.

¹¹ BDAT Database

¹² Values derived from logarithmic plot in Domagalski and Dileanis 2000. Central tendency is the median.

¹³ Buchman 1999.; PEL: Probable Effects Levels

¹⁴ CVRWQCB as cited by Reclamation (2006)

The no effect level for methyl mercury in brook and rainbow trout ranges from 0.2 to 3 mg/kg (Beckvar et al. 1996). Effects were observed at tissue concentrations ranging from 10 to 52 mg/kg for a single generation, but effects were noted at a concentration of 2.2 mg/kg in brook trout continuously exposed to mercury for three generations. The level reported for brook trout would not apply in the Lower American River, because steelhead and spring-run Chinook salmon would not be continuously exposed, as they migrate to the ocean. One mitigating factor to these exposure levels in salmonids may be that they can eliminate mercury from their bodies (Rucker and Amend 1969, as cited by Hartman 1978), but the mechanism by which it occurs is not clear. From this, the EPA criterion (which is

intended to protect human health) is more than ten times lower than the level known to cause effects in salmonids.

Mercury Studies in the American River

Folsom Reservoir

Reclamation has conducted various studies in Folsom Reservoir, including the measurement of fish muscle tissue mercury concentrations for various fish species collected in 2004 and 2006 (unpublished data). Sampling included a variety of species at different trophic levels. The most pertinent results to evaluate impacts to salmonids come from fish at a similar trophic level to salmonids juveniles. This includes rainbow trout and sunfish. The results above include results for Chinook salmon, but these results may not be indicative of the levels which would occur in juveniles, as the Chinook salmon sampled were larger than 440 mm and had reared in Folsom Reservoir. Results for trout and Chinook salmon are summarized in Table 1. The values for sunfish range from 0.1 to 0.3 mg/kg. These data indicate that some individual fish exceed the U.S. EPA criterion, but the average values for rainbow trout and sunfish are less than this criterion.

Reclamation also conducted a study of trace metals concentrations including mercury in the area where the JFP spillway would be constructed. The study identified the magnitude and spatial distribution of sedimentary metals contamination in the excavation area. Total mercury concentrations in sediments were observed to range from 0.12 to 0.20 mg/kg with an average of 0.16 mg/kg, and did not exceed the RWQCB criterion (Reclamation 2006).

Lake Natomas

In Lake Natomas, the USGS measured total mercury concentrations in fillets of sport fishes collected during 2000-2003, and found elevated levels in some fish species (Saiki et al. 2004). Mercury concentrations in trout were among the lowest of any species (0.02-0.10 mg/kg), although only two trout were sampled. Sunfish values ranged from 0.03 to 0.39 mg/kg, but only one fish exceeded the EPA criterion. All other sunfish (n=121) had concentrations of less than 0.2 mg/kg. Fish at higher trophic levels had higher mercury concentrations, with means ranging from 0.13 to 1.50 mg/kg. The highest mercury concentration observed was 1.89 mg/kg in a channel catfish.

This information resulted in the Office of Environment Health Hazard Assessment (OEHA) developing a health advisory for consumption of fish from Lake Natomas and the lower American River in 2004 (Klasing 2004).

Lower American River

Mercury studies performed in the Lower American River have focused primarily on mercury in sediment and the water column. The Sacramento Coordinated Water Quality Monitoring Program (CMP) monitors mercury in the water at two stations in the Lower American River. These studies have found that mercury concentrations meet regulatory criteria proposed in the August 1997 California Toxics Rule (SFEI 1999).

Domagalski (2001, also reported in Domagalski and Deleanis 2000) determined mercury and methyl mercury concentrations in water and sediments of the Sacramento River basin, including a station in the American River near the mouth. Higher amounts of mercury tended to be measured at sites downstream of the gold mining areas in the Sierra Nevada, compared to other sites within the basin. The mercury concentrations in the American river water and sediment samples were the lowest of all Sierra Nevada drainage sites. This was attributed to the possible entrapment of mercury in the upstream reservoirs.

The Sacramento River Watershed Program (SRWP 2005) reported annual monitoring results for total mercury (1994-2003) and methyl mercury (2000-2003) concentration in water at two stations of the lower American River. The concentrations were among the lowest of the Sacramento watershed and well below the EPA criterion. Fish tissue samples were also collected as part of this program. All except two of the fish sampled were from higher trophic levels. The two sunfish sampled had mercury concentration of 0.08 and 0.3 mg/kg.

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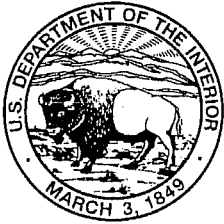
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Appendix E
Folsom DS/FDR Revised Draft
Fish and Wildlife Coordination Act Report



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825-1846

In reply refer to:
HC-BOR/COE

MAR 16 2007

Memorandum

To: Regional Director, U.S. Bureau of Reclamation,
Sacramento, California

From: *Michael R. Hoover*
Acting Field Supervisor, Sacramento Fish and Wildlife Office,
Sacramento, California

Subject: Draft Fish and Wildlife Coordination Act Report for the Folsom Dam Safety and Flood Damage Reduction Project

This memorandum transmits the Fish and Wildlife Service's revised Draft Fish and Wildlife Coordination Act Report for the Folsom Dam Safety and Flood Damage Reduction project. This report is prepared under the authority of, and in accordance with, the provisions of section 2(b) of the Fish and Wildlife Coordination Act (48 stat. 401, as amended: 16 U.S. C. 661 et seq.).

The report assesses potential project effects on fish and wildlife resources and provides our preliminary recommendations to avoid, minimize, rectify or compensate for potential adverse effects. The report is primarily based on the Service's review of: 1) the September 2006, Folsom Dam Safety and Flood Damage Reduction Draft III- Environmental Impact Statement /Environmental Impact Report (EIS/EIR); 2) the revised project footprint received January 2007; and 3) the Administrative Draft Final EIS/EIR posted for agency review on March 6, 2007. This report is being submitted to the California Department of Fish and Game, National Marine Fisheries Service and the U.S. Army Corps of Engineers for review. Comments on this report need to be received in our office prior to March 27, 2007. Details of the project's effects on federally listed species, pursuant to section 7 of the Endangered Species Act of 1973, as amended, are being addressed separately.

If you have any questions regarding this report, please contact Stephanie Rickabaugh at (916) 414-6724.

Attachment

TAKE PRIDE
IN AMERICA 

cc:

Mike Finnegan, USBR, Folsom, California

Rosemary Stefani, USBR, Sacramento, California

Shawn Oliver, USBR, Folsom, California

Becky Victorine, USCOE, Sacramento, California (without attachment)

John Baker, NOAA Fisheries, Sacramento, California (without attachment)

Kent Smith, CDFG, Region 2, Rancho Cordova, California (without attachment)



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825-1846



In reply refer to:
HC-Folsom Dam Safety and Flood Damage Reduction

MAR 16 2007

Colonel Ronald N. Light
District Engineer
Corps of Engineers, Sacramento District
1325 J Street
Sacramento, California 95814-2922


Dear Colonel Light:

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Any questions or comments regarding this report should be directed to Stephanie Rickabaugh at (916) 414-6724.

Sincerely,


David L. Harlow
Acting Field Supervisor

Enclosure

TAKE PRIDE
IN AMERICA 

cc:

Becky Victorine, USCOE, Sacramento, California

Jane Rinck, USCOE, Sacramento, California

Mike Finnegan, USBR, Folsom, California (without enclosure)

Rosemary Stefani, USBR, Sacramento, California (without enclosure)

Shawn Oliver, USBR, Folsom, California (without enclosure)

John Baker, NOAA Fisheries, Sacramento, California (without enclosure)

Kent Smith CDFG, Region 2, Rancho Cordova, California (without enclosure)



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825-1846

In reply refer to:
HC- BOR/COE

MAR 16 2007

Mike Aceituno
Sacramento Area Supervisor
National Marine Fisheries Service
650 Capitol Mall Rm 8-300
Sacramento, California 95814

Regional Manager
California Department of Fish and Game
Region 2
1701 Nimbus Road, Suite A
Rancho Cordova, California 95670

Dear Mr. Aceituno and Regional Manager:

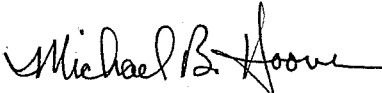
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**TAKE PRIDE
IN AMERICA** 

Any questions or comments regarding this report should be directed to Stephanie Rickabaugh at (916)414-6724.

Sincerely,


David L. Harlow
Acting Field Supervisor

Enclosure

cc:

Becky Victorine, USCOE, Sacramento, California (without enclosure)
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Rosemary Stefani, USBR, Sacramento, California (without enclosure)
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United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825-1846



In reply refer to:
HC- BOR/COE

Mike Aceituno
Sacramento Area Supervisor
National Marine Fisheries Service
650 Capitol Mall Rm 8-300
Sacramento, California 95814

MAR 16 2007

Regional Manager
California Department of Fish and Game
Region 2
1701 Nimbus Road, Suite A
Rancho Cordova, California 95670

Dear Mr. Aceituno and Regional Manager:

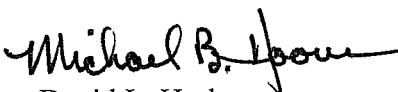
Enclosed is the Fish and Wildlife Service's revised Draft Fish and Wildlife Coordination Act Report for the Folsom Dam Safety and Flood Damage Reduction project. This report is prepared under the authority of, and in accordance with, the provisions of section 2(b) of the Fish and Wildlife Coordination Act (48 stat. 401, as amended: 16 U.S.C. 661 et seq.).

The report assesses potential project effects on fish and wildlife resources and provides our preliminary recommendations to avoid, minimize, rectify or compensate for potential adverse effects. The report is primarily based on the Service's review of: 1) the September 2006, Folsom Dam Safety and Flood Damage Reduction Draft III- Environmental Impact Statement /Environmental Impact Report (EIS/EIR); 2) the revised project footprint received January 2007; and 3) the Administrative draft Final EIS/EIR posted for agency review on March 6, 2007. This report is being submitted to the California Department of Fish and Game, National Marine Fisheries Service, U.S. Bureau of Reclamation and U.S. Army Corps of Engineers for review and comment. Comments on this report need to be received in our office prior to March 27, 2007. Details of the project's effects on federally listed species, pursuant to section 7 of the Endangered Species Act of 1973, as amended, are being addressed separately.

TAKE PRIDE
IN AMERICA 

Any questions or comments regarding this report should be directed to Stephanie Rickabaugh at (916)414-6724.

Sincerely,


David L. Harlow
Acting Field Supervisor

Enclosure

cc:

Becky Victorine, USCOE, Sacramento, California (without enclosure)

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Kent Smith, CDFG, Region 2, Rancho Cordova, California

REVISED DRAFT FISH AND WILDLIFE COORDINATION ACT REPORT

FOLSOM DAM SAFETY AND FLOOD DAMAGE REDUCTION PROJECT

PREPARED BY:
SACRAMENTO FISH AND WILDLIFE OFFICE
FISH & WILDLIFE SERVICE
SACRAMENTO, CALIFORNIA



MARCH 2007

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FOLSOM DAM SAFETY AND FLOOD DAMAGE REDUCTION PROJECT

EXECUTIVE SUMMARY

The U.S. Bureau of Reclamation (Reclamation) and the U.S. Army Corps of Engineers (Corps) are currently evaluating alternatives for the Folsom Dam Safety and Flood Damage Reduction (Folsom DS/FDR) project. This is one of many projects being pursued by the Corps under the authority of the American River Watershed Investigation. Reclamation is evaluating dam safety at the Folsom Facilities through their Safety of Dams Program. Reclamation recognizes the need to expeditiously implement engineering measures for the Folsom Facilities in order to reduce potential failure due to seismic, static, and hydrologic conditions. The Corps recognizes the need to incrementally increase minimum flood protection through increasing flood storage capacity and/or reservoir pool release mechanisms. Therefore, Congress modified the existing authorities under the Energy and Water Appropriations Act of 2006, which directed the Secretary of the Army and the Secretary of the Interior to collaborate on authorized activities to maximize flood damage reduction improvements and address dam safety needs at Folsom Dam and Reservoir as one Joint Federal Project. The project objectives are:

- Expeditiously reduce hydrologic risk of overtopping-related failure of any impoundment structure during a probable maximum flood (PMF) event in accordance with Reclamation's Public Protection Guidelines;
- Expeditiously reduce the risk of structural failure of any impoundment structure during a potential seismic event in accordance with Reclamation's Public Protection Guidelines;
- Expeditiously reduce the risk of structural failure of any impoundment structure during a potential static event in accordance with Reclamation's Public Protection Guidelines; and
- Expeditiously improve the flood damage reduction capacity of the facilities in a manner consistent with existing Corps authorities.

The project area encompasses primarily Federal lands in and around Folsom Reservoir and Folsom Dam, including parts of both the north and south forks of the American River. The Folsom Facilities to be addressed by one or more of the engineering options include the main concrete dam, the right and left wing dams, Mormon Island Auxiliary Dam (MIAD), and eight dikes (1 through 8). The concrete dam and earthen wing dams serve to impound water associated with the main stem of the American River. MIAD was built within an historic river channel, while the earthen dikes serve to contain water at low spots in the topography during periods when the reservoir is full or nearly full.

This project identifies unique opportunities to expedite Federal funds for planning, design and implementation of a flood control and dam safety risk reduction action. Reclamation and the Corps analyzed five action alternatives along with the no action alternative before choosing a Preferred Alternative that considers the current hydrologic, seismic, static, and flood damage risks posed by the Folsom Facilities.

The five action alternatives include designs for an auxiliary spillway, enlargement of the reservoir (a dam raise) as well as several construction zones, and borrow and stockpile areas. The four auxiliary spillway designs being evaluated are a fuseplug, fuseplug with a tunnel, a four-submerged tainter gate and a six-submerged tainter gate spillway. The five reservoir enlargement designs being evaluated include: minimal to 4-foot embankment raise, 3.5-foot parapet wall raise, 4-foot embankment raise, 7-foot embankment raise and a 17-foot embankment raise.

The U.S. Fish and Wildlife Service (Service) has evaluated the potential fish and wildlife impacts of all five alternatives proposed under the Folsom DS/FDR project. This report contains an evaluation of the adverse impacts to important fish and wildlife resources of the various alternatives outlined in the *Folsom Dam Safety and Flood Damage Reduction, Final Environmental Impact Statement/ Environmental Impact Report, March 2007*.

The recommendations in this report constitute what the Service believes, from a fish and wildlife resource perspective and consistent with our Mitigation Policy, to be the best present recommendations for the project. The outcome of consultation under section 7 of the Endangered Species Act or future consultations under the Fish and Wildlife Coordination Act, could affect the recommendations herein.

The Service recommends that Reclamation and the Corps:

- Select a flood control alternative which avoids, to the extent possible, unmitigable impacts and minimizes other impacts to fish and wildlife resources.
- Consult with the Service and the National Marine Fisheries Service pursuant to section 7 of the Endangered Species Act, to minimize adverse affects to federally listed species and their habitats.
- Consult with the California Department of Fish and Game regarding potential impacts to State listed threatened and endangered species.
- Avoid impacts to oak-grey pine woodland, riparian areas and seasonal wetlands adjacent to, but outside of, construction easement areas through use of construction fencing.
- Avoid impacts to woody vegetation at all staging areas, borrow sites, and haul routes by enclosing them with fencing.
- Avoid impacts to water quality at Lake Natoma and Folsom Reservoir when loading, unloading, and transporting materials to be used for the Folsom

DS/FDR project by taking appropriate measures to prevent soil, fuel, oil, lubricants, etc. from entering into these waters.

- Minimize impacts to wildlife by using eco-friendly erosion control blankets that do not create wildlife entrapment issues. Using flexible joint netting or another erosion control alternative that doesn't include monofilament fixed-joint netting would avoid entrapment issues that may occur with the fixed joint netting commonly used in erosion control blankets.
- Minimize impacts to annual grassland habitat and other disturbed areas, by re-seeding all disturbed areas with appropriate native grass species as construction elements are completed.
- Minimize impacts to fish and phytoplankton during spillway construction (dredging and blasting) by implementing conservation and minimization measures (such as a curtain) during in-reservoir activities to minimize sedimentation and localize methylmercury dispersal.
- Compensate for unavoidable impacts to oak-grey pine woodland habitat by acquiring suitable lands and developing oak woodland habitat using the assumptions contained in Appendix A. Compensation acreages by project components are summarized in Appendix C.
- Compensate for unavoidable impacts to riparian habitat by acquiring suitable lands and developing riparian habitat using the assumptions contained in Appendix A. Compensation acreages by project components are summarized in Appendix C.
- Compensate for unavoidable impacts to seasonal wetland habitat by acquiring suitable lands and developing seasonal wetland habitat using the assumptions contained in Appendix A. Compensation acreages by project components are summarized in Appendix C.
- Compensate for unavoidable impacts to chaparral habitat by acquiring suitable lands and developing the needed mitigation of chaparral habitat using the assumptions contained in Appendix A. Compensation acreages by project components are summarized in Appendix C.
- Develop a monitoring and adaptive management program with the other agencies, to monitor vegetation around the reservoir over the life of the project. Baseline conditions would be established and updated at intervals (10 years). After major flood events (those which encroach above the existing maximum flood pool elevation), vegetation would be surveyed and damages attributable to inundation would be mitigated as deemed appropriate using best management practices at the time (replanting on-site would be the first priority). Budget in advance for this monitoring and adaptive management program.

- Develop a monitoring and adaptive management plan with the other agencies, to monitor the hydrology and vegetation at Mormon Island Preserve. Baseline conditions would be established before construction begins in the area and would continue for 4 years after construction has been completed. Post-construction surveys would monitor for potential changes in wetland hydrology, water quality, and vegetation. If changes in wetland hydrologic function are detected from the baseline condition, implement adaptive management mitigation to return affected systems to baseline conditions considering the long-term conservation of the Mormon Island Preserve.
- Develop operation and maintenance manuals (O&M Manual) for all mitigation sites developed for the project. Coordinate with the Service on the development of the all O&M Manuals.
- Monitor methylmercury levels in water and suspended sediment of water being released from Folsom Dam during in-reservoir construction activities until levels return to baseline.
- Complete a more thorough assessment of freshwater sediment effect levels for contaminants of concern, in particular mercury and nickel. Many of the references used in Reclamations' Sediment Characterization document to identify effect levels were inappropriate for fish and wildlife assessment needs. Other references such as MacDonald et al. (2000) and EPA (2004) provide good assessment guidelines for freshwater sediment.

INTRODUCTION

The U.S. Army Corps of Engineers (Corps) and the U.S. Bureau of Reclamation (Reclamation) seek to significantly reduce the risk of flooding along the main stem of the American River in the Sacramento area while meeting dam safety and public safety objectives.

This report provides: (1) the U.S. Fish and Wildlife Service's (Service) analysis of impacts to fish and wildlife that would result from construction and operation of the various Folsom Dam Safety and Flood Damage Reduction (Folsom DS/FDR) project alternatives; (2) recommendations to avoid, minimize, rectify or, as a last resort, compensate these impacts; and (3) the Service's assessment of project alternatives based on a fish and wildlife conservation perspective. The analysis herein is based on the February/March 2007, project description provided by the Reclamation and Corps as well as site visits, literature review, discussions with experts, and a revised project footprint provided January 2007.

The current study was implemented under several existing authorizations. The Corps project authorities are the: Folsom Dam Modification, authorized under section 101(a) (6) of the Water Resources Development Act (WRDA) of 1999 (Public Law (PL) 106-53) and the Folsom Dam Raise, authorized in the Energy and Water Resources Development Act of 2004, dated December 1, 2003 (PL 108-137) both of which are to enhance flood protection. Reclamation has also been pursuing dam safety risk reduction improvements separately through its existing Dam Safety Program. Investigations by Reclamation have identified dam safety risk reduction needs at Folsom Dam and appurtenant facilities. Reclamation has commenced a Corrective Action Study (CAS) to identify possible, probable, and preferable design modification alternatives to address identified risk reduction needs for submittal to Congress for approval.

However, recent modifications to the existing authorities were made in the Energy and Water Appropriations Act of 2006, which directed the Secretary of the Army and the Secretary of the Interior to collaborate on authorized activities to maximize enhanced flood protection improvements and address dam safety risk reduction needs at Folsom Dam and Reservoir as one Joint Federal Project. The text of this most recent authorization follows:

SEC. 128. American River Watershed, California (Folsom Dam and Permanent Bridge)

*(a) COORDINATION OF FLOOD DAMAGE REDUCTION AND DAM SAFETY-
The Secretary of the Army and the Secretary of the Interior are directed to collaborate on authorized activities to maximize flood damage reduction improvements and address dam safety needs at Folsom Dam and Reservoir, California. The Secretaries shall expedite technical reviews for flood damage reduction and dam safety improvements. In developing improvements under this*

section, the Secretaries shall consider reasonable modifications to existing authorized activities, including a potential auxiliary spillway. In conducting such activities, the Secretaries are authorized to expend funds for coordinated technical review and joint planning, and preliminary design activities.

Both Reclamation and the Corps have conducted engineering studies to identify potential corrective measures for the Folsom Facility to alleviate seismic, static, and hydrologic dam safety issues, and flood management concerns. These two Federal agencies have combined their efforts resulting in (1) a Joint Federal Project for addressing Reclamation's dam safety hydrologic risk and the Corps' flood damage reduction objectives and (2) other stand-alone flood damage reduction and dam safety actions to be completed by the respective agencies in a coordinated manner.

DESCRIPTION OF THE PROJECT AREA

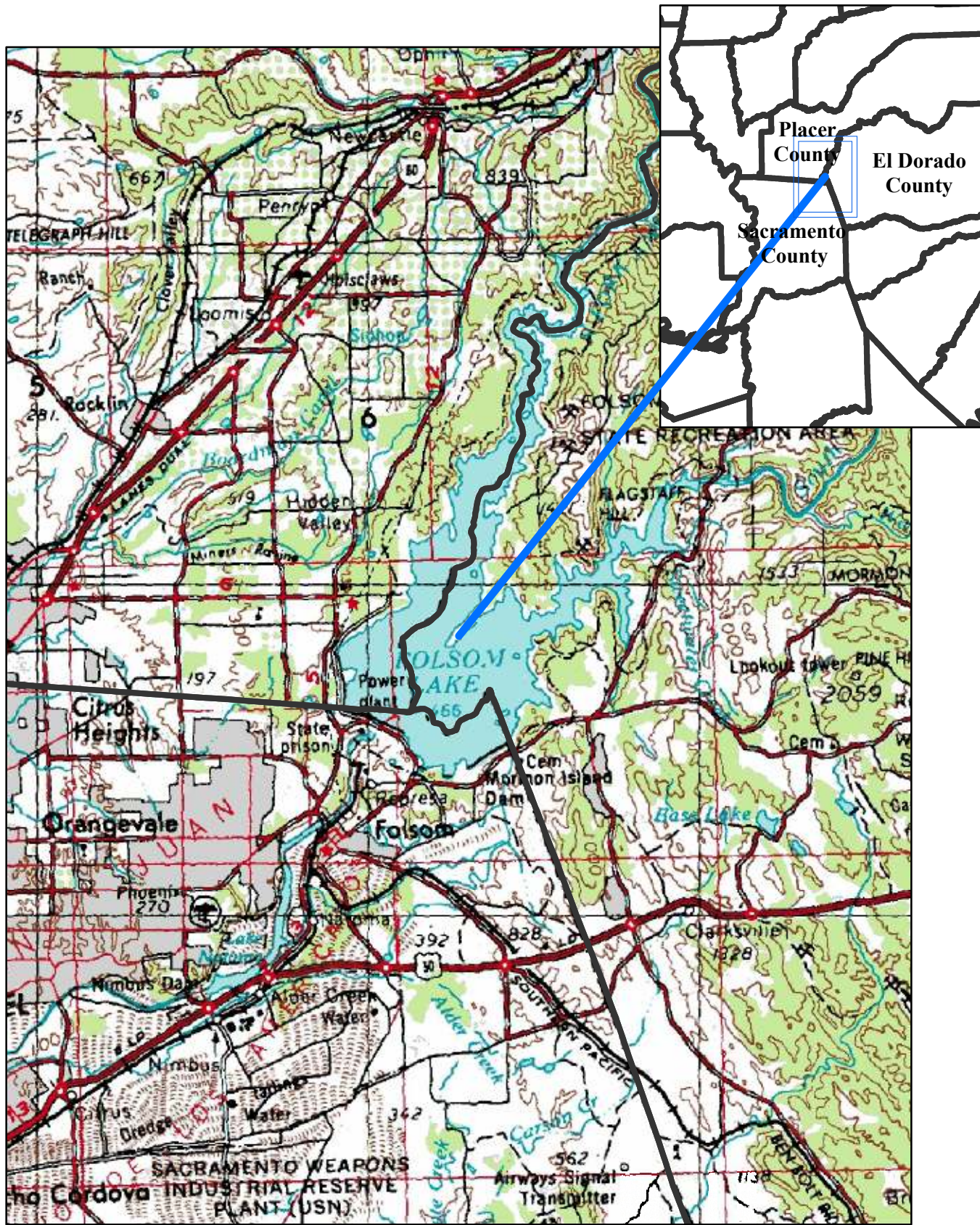
The Folsom Facility is located about 23 miles northeast of Sacramento, near the City of Folsom, California. The Folsom Facility impounds waters from the North and South Forks of the American River and was constructed to provide flood damage reduction, water supply and hydropower. The Folsom DS/FDR project is located around Folsom Reservoir which is within Sacramento, Placer and El Dorado counties (Figure 1). Figure 2 shows several of the project components in relation to the Folsom Reservoir. The Folsom Facility is made up of 12 dams and dikes that impound about 977,000 acre-feet at a reservoir water surface elevation of 466 feet.

The Folsom DS/FDR project includes measures to remedy dam safety issues associated with seismic, static, and hydrologic concerns, and to provide increased flood damage protection. These measures include several different options to remedy the various issues at the Folsom Facilities. The Folsom Facilities to be addressed by one or more of the engineering options include the main concrete dam, the right wing dam and left wing dam, Mormon Island Auxiliary Dam (MIAD), and eight dikes (1 through 8). The concrete dam and earthen wing dams serve to impound water associated with the main stem of the American River. MIAD was built within an historic river channel, while the earthen dikes serve to contain water at low spots in the topography during periods when the reservoir is full or nearly full.

DESCRIPTION OF THE PROJECT ALTERNATIVES

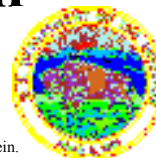
NO ACTION ALTERNATIVE

The No Action/No Project Alternative describes the reasonably foreseeable future without the Folsom DS/FDR project. Without the project the hydrologic, seismic, static, and flood damage risks currently posed by the Folsom Facilities would continue into the future.



Project Vicinity- Folsom Reservoir

Figure 1



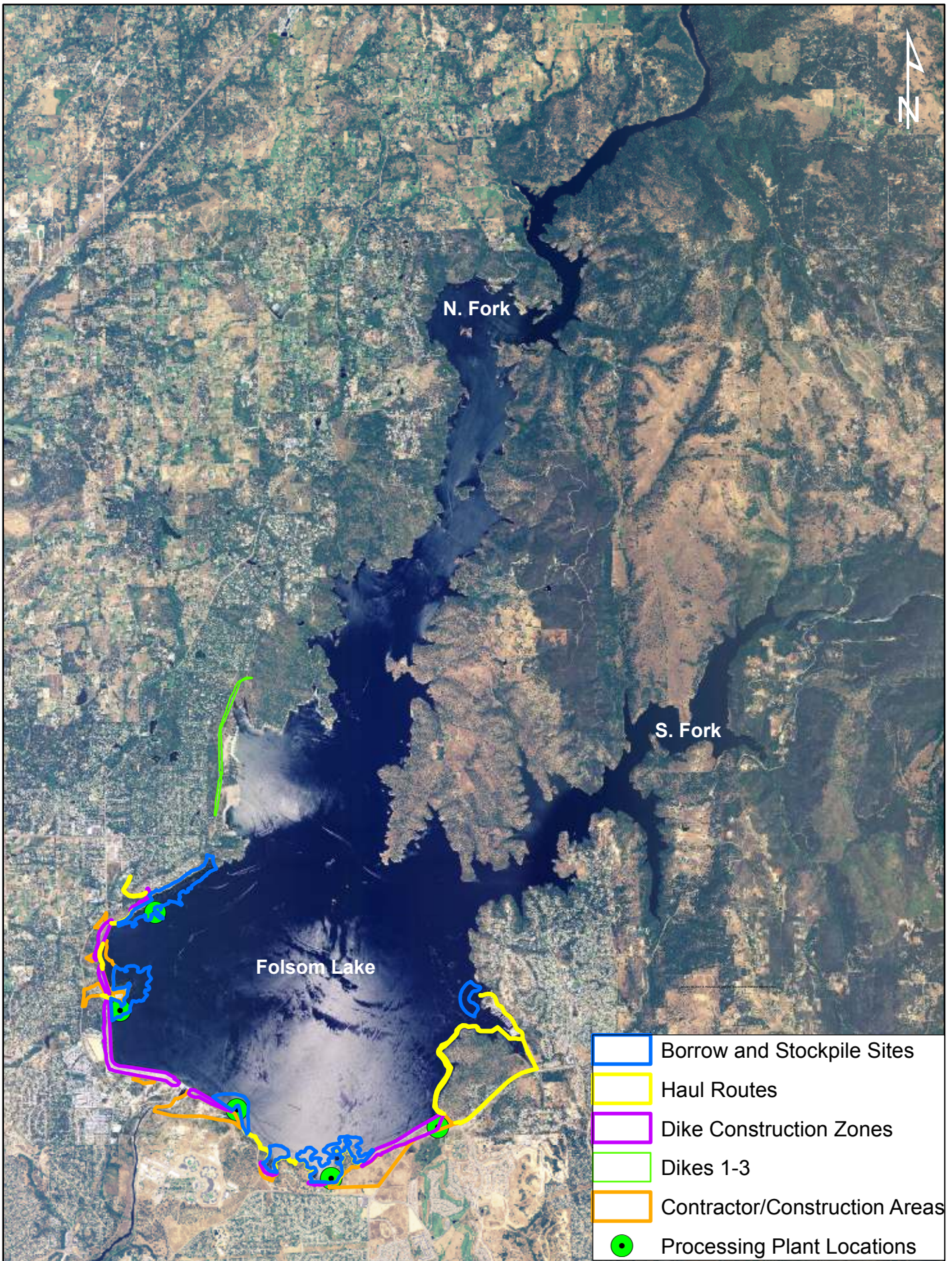


Figure 2- Project Location

Prepared by the US Fish and Wildlife Service, Sacramento Fish and Wildlife Office, Flood and Waterway Planning Branch; February 27, 2007
 This map is for illustrative purposes only. The US Fish and Wildlife Service shall not be held liable for improper or incorrect use of the data described and/or contained herein.

0 0.5 1 2 Miles



Action Alternatives

In addition to the No Action/No project Alternative, the Folsom DS/FDR project evaluates five action alternatives. The basic features of the five alternatives are outlined below.

CONSTRUCTION ALTERNATIVES

1. Auxiliary Spillway

The auxiliary spillway would consist of an approach channel on the water side of the control structure, a control structure section consisting of either a segmented earthen fuseplug control structure or a four-or six-submerged tainter gate control structure, and a discharge chute on the downstream side of the control structure. The spillway would convey the reservoir discharge to the American River channel without impact to the left wing dam. The discharge chute linings would be either a short lined-chute, constructed in the upper portion of the spillway, or a fully-lined chute constructed completely to the river discharge point. The spillway chute would be lined either with roller compacted concrete, or structural, formed, and poured concrete. The auxiliary spillway would be constructed by excavating an elongated trench in the area adjacent to and downstream of the left wing dam, diagonal from the current overlook parking lot. The excavation of the approach and discharge channels would be done in three stages. The first stage would include removing common material and some excavation of the rock. The underlying competent bedrock would be excavated using standard drill and blast techniques. The second stage would involve additional excavation and possibly the construction of a rock plug. A rock plug and/or coffer dam would be used to close off the partially excavated approach channel. The third stage would involve excavating the approach and discharge channel to the final grade as the auxiliary spillway is being completed. In-reservoir material would be removed by a clamshell dredge, although some material would have to be removed through blasting as the primary means of excavation. The spillway would be controlled by either an earthen fuseplug control section that would meet the dam safety objectives of passing the probable maximum flood (PMF) or submerged tainter gates that would meet both dam safety and flood control objectives. Features of the fuseplug spillway and tainter gate spillway are provided in the following sections.

A. Fuseplug Spillway

A control structure with fuseplug embankment sections could serve on a permanent basis. The spillway would be excavated and constructed as described above, however the fuseplug section would consist of a zoned embankment with an impervious core, an internal coarse shell zone, and erosion protection on the upstream face. The fuseplug embankment sections would be designed to erode in a controlled manner when the reservoir elevation exceeds the elevation of a pilot channel (by about 1 foot) and would be 2 feet below the fuseplug embankment crest. The fuseplug spillway would have a 520-foot-wide control structure at the upstream end of a 1,100-foot-long, 300- to 520-foot-wide roller-compacted concrete-lined channel. This channel would lead to a 1,700-foot unlined channel discharging into the American River. The fuseplug control structure would be designed with multiple segments to allow progressive passage of smaller floods up to the PMF flow without affecting the complete fuseplug control structure.

The fuseplug alternatives would require placement of material in the reservoir at the Folsom Lake Observation Point on the left wing dam to increase the efficiency of the auxiliary spillway.

B. Gated Spillway

Another option for the auxiliary spillway control section would be the use of mechanical gate (submerged tainter gates) housed in a concrete structure to meet both dam safety and flood damage reduction objectives. A gated spillway would take longer to construct and would involve three construction phases. Construction of the spillway would be in phases by excavating an elongated trench in the area adjacent to and downstream of the left wing dam to a profile to safely pass the PMF. The gated auxiliary spillway would consist of an approach channel on the waterside of the gate, a control structure consisting of four or six submerged tainter gates, and a concrete-line chute leading to an energy dissipating structure and exit channel. The discharge chute would be fully lined with formed concrete and is inclusive of an energy-dissipating unit (stilling basin) at the river. The gated spillway would have a 190-foot-wide control structure at the head of a 1,700-foot-long channel and would have a discharge capacity of about 280,000 cubic feet per second (cfs) at pool elevation 477 feet. The gated sections would be designed to allow safe passage of more frequent, smaller flood events and maintain the capability to safely pass the PMF without overtopping the other retention structures.

2. New Stilling Basin

A new stilling basin would need to be constructed at the end of the new gated auxiliary spillway to dissipate the hydraulic energy during water releases and keep water released from the dam from backing up into the new spillway. Construction would include a temporary concrete coffer dam in the main channel to redirect releases coming from the dam. The coffer dam would remain until the spillway and new stilling basin are constructed. This component of the project is still in the design phase so subsequent environmental documentation will be prepared.

3. Existing Spillway

The existing stilling basin was designed so that it could contain hydraulic jump action for flows up to 200,000 cfs and prevent major damage during the existing spillway design flood event. Flows above 200,000 cfs would result in hydraulic jump farther downstream. Because releases from the main dam with an auxiliary spillway could be increased from the current 567,000 cfs maximum to 920,000 cfs with this project, an increase in spillway design flood capacity is warranted. To address this concern, the existing stilling basin would be extended 50 to 70 feet downstream.

A. Gate Improvements

Minor to moderate modifications are being considered to reduce seismic risks. These modifications range from reinforcing the existing gate wings to replacing the existing gate arms.

B. Gate Replacement

The existing concrete dam service and/or emergency spillway gates are proposed for replacement under a dam raise option because structural members for the existing gates would be impacted during passage of large flood releases. The proposed gates would be higher, and the new trunion would be outside of the stream flow for large flood releases. As a consequence of gate replacement, the existing spillway bridge would also need to be replaced.

C. Spillway Pier Reinforcements

To reduce seismic risks, spillway pier reinforcements may be comprised of bracing, post tensioned anchors, and/or pier wraps.

4. Main Dam Seismic Improvement

The main dam was constructed of concrete monoliths that may have the potential to slide on horizontal lift lines within the dam during a large earthquake event. Engineering options being considered to reduce the probability of main dam movement include upper and lower tendons, shear keys, and toe-blocks.

5. Filters

To better control seepage and piping (movement of water through the core that carries soil material) on the existing earthen structures (wing dams, dikes and MIAD), sand filters are proposed to be constructed within the downstream part of the earthen structures. Two alternative types of filters for dikes are being considered for the downstream face. The full-height filter would extend upward from the downstream toe of the dike to the crest of the dike. The half-height filter would extend from the downstream toe to half the vertical distance to elevation 466 feet. Additionally, on the left and right wing dams, crest filters in the upper portion of the dam and area where the soil and concrete adjoin is also being evaluated. Due to concerns about piping along the embankment interface with the concrete dam, filter zones are required along these contacts. This would be constructed by excavating a portion of the outer zones of the left wing dam and right wing dam so that filter material could be placed against the core materials of these dams. The filter zones would provide protection against both static and seismic loading conditions.

At the left and right wing dams, filter zones are required only in the upper portion of the dams. Sand filter zones would be constructed from the crest to an elevation about 40 feet below the dam crest. This filter zone would be constructed by excavating a 40-foot portion of the downstream shell and placing the filter material against the core. The filter zone would then be covered by a layer of excavated shell material. This filter zone would exit into the downstream face of the embankment. Construction zones at the dikes and wing dams varies to minimize habitat impacts, however, in general they range from 50 to 100 feet from the existing toe.

6. MIAD Jet Grouting and Seismic Alternatives

Part of MIAD is constructed over an historic river channel, Blue Ravine. This portion of the dam, towards the left end of the dam, is at risk of significant deformations should the foundation of the dam liquefy during a severe earthquake event. Two design alternatives are being considered to prevent these deformations from occurring. These alternatives are jet grouting the lower zones of liquefiable material in the downstream foundation material and increasing the size of the downstream side of MIAD by adding additional material.

Jet grouting would be used to stabilize the foundation of MIAD. Soil borings would be drilled using special drilling equipment and would be drilled through the potentially unstable dredged alluvial or historic alluvial material and then into the underlying bedrock. Once the desired depth is achieved, a concrete-based grout would be injected and extruded into the subsurface using jets along the side of the drill pipe. The grout would be injected under high pressure into the formation, filling voids. Exploratory borings would be drilled into the grout columns to verify the extent that voids are filled and the grout has set and hardened. The exploratory borings would be backfilled with concrete.

Approximately 1,360 borings would be drilled for jet grouting purposes. Within each boring, about 26 tons of grout would be injected. During grouting, drilling cuttings, water, and grout would be brought to the surface. This waste material would be directed to temporary, lined settling pits for solidification, removal, and disposal. Up to 70 cubic yards of waste material would be generated at each bore hole. This material would be dried and stockpiled on site. Eventually the dried material would be incorporated into the downstream overlay of MIAD pending review and approval by the Regional Water Quality Control Board.

The second construction activity for MIAD would be increasing the mass of MIAD by placing an overlay on the downstream side. Although the upstream toe of MIAD was treated with dynamic compaction in the 1990s, the lower portion of MIAD was too deep to have been effectively treated by that procedure. Therefore, there still is some risk for large sliding or deformation to occur due to upstream liquefaction. Because the presence of the reservoir makes it difficult to treat the upstream toe, the project would involve excavation of a portion of the downstream fill, placement of a filter layer, replacement of shell, and then placement of an overlay of up to 2 million cubic yards. The downstream overlay would not prevent upstream sliding and deformation, but it would reinforce MIAD with adequate mass to withstand a seismic event. The overlay would also incorporate the installation of a filter zone. Installation of the overlay could result in raising the height of MIAD up to 4 feet. The purpose of the overlay would be strictly for seismic and static concerns, and would not necessarily provide additional hydrologic control (temporarily increase flood storage), unless all other Folsom Facilities were also raised.

7. Borrow, Stockpile and Disposal Sites

Borrow sites would be on Federal property within and immediately outside of the reservoir. The number and extent of borrow site development would be dependent on the amount of earthen material required to accomplish the various project components. Potential borrow sites include:

along the low water shoreline opposite Beals Point Recreation Area and to the north along Mooney Ridge and Granite Bay; excavation material from the auxiliary spillway and/or tunnel; MIAD right abutment (Folsom Point), MIAD left abutment, D1 site, and D2 site. Borrow sites would also be used for stockpiling of material. However; depending on the alternative chosen excess material maybe permanently disposed of at Dike 7, Beals Point, Folsom Point, D1 and D2, Overlook parking lot, Hobie Cove, Granite Bay or MIAD as additional overlay.

8. Staging Areas and Haul Roads

There would be three primary staging areas: left wing dam/Overlook Point, D2, and on a constructed platform south of Beals Point; as well as several secondary staging sites set up at or immediately adjacent to the toes of Dikes 4, 5, and 6, and the right wing dam. This would include contractor's offices, parking, and staging of materials. Other potential staging areas include Beals Point and Dike 4 for screening and staging, Granite Bay and D1/D2 for both processing and staging, and MIAD for a jet grout plant and a staging area.

The main dam overlook parking lot staging area would include contractor offices and parking, materials storage, and a concrete mixing plant. This would be the longest occupied staging area given that the dam seismic work would be scheduled last.

Hauling of equipment, materials and supplies from the west to east side construction sites would be conducted on city streets or internal haul roads. Typical materials to be hauled on city streets include concrete, reinforcement steel, general supplies and if needed, aggregate and sand.

The internal haul roads would be developed to reduce construction traffic on city streets and to allow the use of oversized construction equipment. The internal haul roads would be graded into the weathered granite and have an earthen road base installed or use cut and fill techniques to establish the 40 foot-wide road to allow passage of oversized equipment. Internal haul roads include those constructed in-reservoir as well as the crests of the dikes, wing dams, MIAD and Folsom Dam Road. Given the space limitations of the crests, only conventional sized equipment would use the dikes, wing dams or MIAD.

9. Security Upgrades

To provide the required level of security for the dam the following would be installed: access controls, intrusion detection, supplemental lighting and closed circuit television throughout the power plant, pump plant, elevator tower, industrial area, administration area, recreational areas, Dikes 4-7, MIAD, the wing dams, Folsom Dam itself and Folsom Dam Road.

10. Exploratory Work

A certain amount of exploratory geologic and geotechnical work has occurred to better characterize the subsurface conditions within the proposed auxiliary spillway location and around MIAD.

The Corps exploration program for the auxiliary spillway consisted of drilling about 20 rock core borings and conducting down-hole seismic surveys, optical televiewer logging, and in-situ testing within the proposed footprint of the auxiliary spillway and its appurtenances, with a future option of 10 additional borings. This exploratory work required initial earthwork to construct drill pads and access roads to the drill sites.

Reclamation also has an exploration program for the auxiliary spillway, which included drilling six core holes.

11. Processing Plants

Five material processing plants would be needed for filtering material and for concrete preparation. Plants would be located at MIAD, Folsom Point/Dike 8, Beals Point, Granite Bay and Mooney Ridge areas. Reclamation anticipates most of the material for filters (sand and gravel) would come from local off-site suppliers, so screening plants may only be needed in some instances.

12. New Embankment Raises

All earthen structures could be raised through the placement of additional earthen material, construction of concrete parapet walls, or a combination of the two measures, along the crest of the facilities. The purpose of the minimal embankment raises, as in Alternatives 1 and 2, would be to provide additional (up to 3 feet) freeboard to the existing facilities for dam safety concerns. Higher raise options could serve to provide additional flood damage reduction storage capacity during low frequency storm events. However, a raise is intended to provide additional freeboard to all impoundment facilities, not to increase reservoir water elevation above current operation.

Several options exist for the raising of existing dikes and wing dams. Embankment raise options are conventional earth fill raise, reinforced earth wall raise, reinforced concrete retaining wall raise, and combination earthen raise and concrete wall raise. The raise component will undergo further design during the Corps' preconstruction engineering and design phase, and if needed supplemental environmental coordination and documentation would be prepared.

Work at Dikes 1 thru 3 is considered part of the raise component, therefore, in this document a construction buffer of 50 feet from the dike toe has been included for evaluating habitat impacts that would occur from any embankment raise at these three dikes. Raise activities at other locations would be within the existing footprint.

Any of the alternatives involving a raise of Folsom Facility structures could result in a temporary increase in the reservoir water elevation during periods of maximum flood flows into the reservoir. This increase in the reservoir water elevation could result in the potential to flood property beyond the boundaries of Folsom Reservoir at locations with lower land elevations. However once completed, the auxiliary spillway would have the ability to increase the reservoir discharge capacity at a lower pool elevation with no increase in pool elevation. This allows a lowering of the maximum pool and a decrease in the need for use of surcharge storage space in the reservoir. However, a Folsom Dam Re-operations study will be completed prior to any releases from the newly constructed auxiliary spillway. Therefore, the need for easements, new

embankments or other containment alternative will continue to be analyzed by the Corps. The Corps will continue to analyze the project hydrology and the need for a raise, essentially creating additional freeboard space in the reservoir. The Corps will issue its findings in a subsequent environmental document, if necessary.

Action Alternatives

Alternative 1– No Dam Raise/Minimal Embankment Raise/Fusplug Auxiliary Spillway

Under Alternative 1, there would be no raise to the concrete structure with minimal modifications to the existing spillway. A large auxiliary spillway would be constructed adjacent to the left wing dam to address hydrologic and flood control concerns. Some of the earthen structures would be raised to address hydrologic concerns, but not to increase the flood storage capacity of the reservoir since this alternative is a Dam Safety only alternative.

Alternative 2– Four-Foot Dam/Embankment Raise/Fuseplug Auxiliary Spillway with Tunnel

Alternative 2 incorporates a 4-foot dam raise with a fuseplug auxiliary spillway and gate-controlled tunnel spillway for better hydrologic control of large flood events. Under this alternative, there would be a 4-foot raise to the concrete structure with some modifications to the existing spillway gates. An auxiliary spillway with a chute or a tunnel would be constructed to address hydrologic and flood control concerns. All of the earthen structures would be raised to address hydrologic concerns and to provide additional flood storage capacity.

Preferred Alternative, Alternative 3 – Six-Submerged Tainter Gate Spillway/3.5-Ft Raise

Under the Preferred Alternative a smaller six-submerged tainter gate (six gate) auxiliary spillway would be constructed to address both Dam Safety and Flood Damage Reduction objectives including hydrologic and flood control concerns. Construction of the six gate auxiliary spillway would increase project discharge capacity. The 3.5-foot raise, in conjunction with modification and/or replacement of the three emergency spillway gates and the six-gate auxiliary spillway, would only serve as additional freeboard for the Folsom Facilities. Once construction is completed the raise would not exceed the existing take line for a 200-year design event and there would be an anticipated lower maximum water surface elevation. The 3.5-foot raise, modification and/or replacement of the three emergency spillway gates and the six-gate auxiliary spillway, have been identified by the Corps as their Selected Plan within the Corps' Post Authorization Change report. The remaining elements of Alternative 3 are Dam Safety Modification as revised above.

Alternative 4– Seven-Foot Dam/Embankment Raise/Four-Submerged Tainter Gate Spillway

Alternative 4 contains many of the same elements as Alternative 3 with the exception of a 7-foot raise that could result in increased reservoir flood storage during large flood events. Under this

alternative all Folsom Facilities and earthen structures would be raised 7 feet. A smaller four-submerged tainter gate (four gate) auxiliary spillway would be constructed to address hydrologic and flood control concerns.

Alternative 5– Seventeen-Foot Dam/Embankment Raise/No Spillway

Alternative 5 was specifically developed as an alternative that would address both Dam Safety and Flood Damage Reduction requirements without the construction of an auxiliary spillway. Under this alternative all Folsom Facilities could be raised 17 feet which would increase reservoir storage capacity to control large flood events.

BIOLOGICAL RESOURCES

EXISTING CONDITIONS

Existing conditions are those conditions which exist in the project area at the time of the impact analysis.

FOLSOM DAM ENLARGEMENT

Vegetation

Around Folsom Reservoir and Upstream

The area surrounding Folsom Reservoir supports a mix of habitat types, dominated by blue oak-grey pine woodland. The lower foothill area near Folsom Dam contains large areas of oak woodland, with scattered blue oaks and interior live oaks. Small areas of chaparral extend to the reservoir's upper edge particularly along the South Fork arm. Annual grassland areas are interspersed throughout the area, and human-disturbed habitats occur around boat-launch facilities. Relatively small areas of riparian habitats can be found along tributaries to the reservoir and in seep areas. Willow stands and individual trees have become established within some areas of the reservoir pool.

MIAD serves to dam water within an historic river channel thus creating several perennial wetlands on the landside in addition to a wetland preserve (Mormon Island Preserve) run by California Department of Parks and Recreation on the east side of Green Valley Road. No studies have been completed to date that definitively show where the water for these wetlands originates. It is possible that during wet weather the hills to the east funnel the runoff into the Preserve and, using the old riverbed, water travels into the remaining wetland across the Green Valley Road. Another possibility is that water seeps from MIAD into the wetland and the Preserve. Any construction in and around MIAD may have direct impacts to these wetlands and will need to be monitored during and after construction of the Folsom DS/FDR project. The wetland acreage within Mormon Island Preserve has not been included in this impact analysis.

Lower American River

The lower American River, although highly modified from conditions of 150 years ago, supports a diverse and highly valuable area for biological resources. The 23-mile-long reach of the American River Parkway encompasses about 4,000 acres, the majority of which are in State designated floodway and contain large areas of grasslands and pasture, riparian cottonwood and oak woodlands, herbaceous plants and riparian scrub-shrub, bare sand and gravel, and surface waters of the river and associated sloughs and dredge ponds (USFWS 2003). Most of the area is high floodplain dominated by upland species, including oak woodland and grasslands (per. com. T. Burwell).

Fish

Folsom Reservoir and Upstream

When full (i.e., around 1 million ac-ft), Folsom Reservoir encompasses about 10,000 surface acres of water and 75 miles of shoreline, extending about 15 miles up the North Fork and 10.5 miles up the South Fork of the American River. It supports a “two-stage” fishery: warmwater species such as bass (largemouth, smallmouth, and spotted) and panfish (crappie, bluegill, and sunfish) in the upper waters, and trout and landlocked salmon (kokanee and Chinook) in the deeper waters. Various common catfish can also be found near the bottom of shallower waters. Fish habitat is present within the inundation zone in the forms of young willow dominated riparian habitat which grows during extended periods of drought, as well as brush piles placed there by the California Department of Fish and Game (CDFG) and sportsmen groups. Both warmwater and coldwater fisheries tend to benefit from increased peak spring water storage as this results in better coldwater reserves for the salmonid fishes as well as increased spawning and rearing area for warmwater fish (USFWS 2001). Sport fishing is an important and popular recreational activity at Folsom Reservoir.

Sediment associated with the Folsom DS/FDR project area in the Folsom Reservoir may contain mercury from historic mining operations and metals from historic activities or geology in the American River drainage (Reclamation 2006a). Most of the mercury in water, soil, sediments, or plants and animals is in the form of inorganic mercury salts and organic forms of mercury (e.g., methylmercury). Mercury cycles in the environment as a result of natural and human activities and can accumulate most efficiently in the aquatic food web. Predatory species at the top of the food web generally have higher mercury concentrations. Nearly all of the mercury that accumulates in fish tissue is methylmercury (EPA 2006).

Lower American River

The lower American River supports a diverse and abundant fish community; altogether, at least 41 species of fish are known to inhabit the river (USFWS 1986). In recognition of its "outstanding and remarkable" fishery resources, the entire lower American River was included in the Wild and Scenic Rivers System in 1981, which provides some protection for these resources (USFWS 1991). Four anadromous species are important from a commercial and recreational perspective. The lower river supports a large run of fall-run Chinook salmon, a species with both commercial and recreational values. The salmon run is sustained by natural reproduction in the river, and by hatchery production at the Nimbus Salmon and Steelhead Hatchery, operated by CDFG. The average annual run of salmon in the American River is 25,948 (CDFG 2006).

Steelhead, a popular sport fish, are largely sustained in the river by production from the Nimbus Hatchery, because summer water temperatures often exceed the tolerances of juvenile steelhead, which typically spend about 1 year in the river. American shad and striped bass enter the river to spawn; these two species, introduced into the Sacramento River system in the late 1800s, now support popular sport fisheries. In addition to species of economic interest, the lower American River supports many nongame species, including Sacramento pikeminnow, Sacramento sucker, tule perch, and hardhead (USFWS 1994).

Wildlife

Around Folsom Reservoir and Upstream

The area around Folsom Reservoir supports an animal community characteristic of the lower Sierra Nevada western slope. Although the range of elevation is small, habitats are diverse, in part because the reservoir extends about 20 miles into the Sierra Nevada foothills, from gentle hills near the dam to steep-walled canyons along the forks of the American River. More than 50 species of mammals live in these areas (USFWS 1986). Common species include mule deer, striped skunk, black-tailed jackrabbit, brush rabbit, raccoon, California ground squirrel, and a diverse assemblage of small mammals including mice, voles, and pocket gophers. Less common mammals include river otters, mountain lions, badgers and bobcats. Birds typical of oak-dominated habitats include acorn woodpeckers, scrub jays, ash-throated flycatchers, and California quail. Oaks provide acorns, a nutrient-rich and important food source for mule deer, acorn woodpecker, northern flicker, Nuttall's woodpecker, white-breasted nuthatch, and scrub jay. In addition to a diverse community of small passerine birds, other birds such as woodpeckers, California quail, introduced wild turkeys, Canada geese, and various birds of prey are fairly common near the reservoir.

The presence of year-round water provides habitat for many water-associated species such as raccoon, wood duck, common merganser, mallard, black phoebe, great blue heron, greater yellowlegs, belted kingfisher, and common yellowthroat. The Mormon Island Preserve also provides a perennial wetland for many species including pond turtles.

Mammals likely found in the study area include California vole, ringtail, black-tailed jackrabbit, coyote, striped skunk, and mule deer; the typical mix of species found in riparian and woodland habitats with a herbaceous understory.

Reptile and amphibian species likely found in the study area include western fence lizard, gopher snake, western rattlesnake, common kingsnake, Pacific treefrog, and western toad.

Wildlife species that forage or breed in oak woodlands also include dusky-footed woodrat, western bluebird, and southern alligator lizard.

Areas dominated by annual grassland provide foraging habitat and cover for California ground squirrel, pocket gopher, turkey vulture, coyote, western fence lizard, western rattlesnake, western kingbird, and western meadowlark. Grassland areas are important to many foraging raptors; red-tailed hawk, golden eagle, ferruginous hawk, rough-legged hawk, American kestrel, and prairie falcon all spend time in the area, as wintering and/or breeding birds.

Lower American River

The lower American River corridor provides a mosaic of riparian, riverine, grassland, and oak woodland habitat. These diverse habitats support a corresponding diversity of wildlife.

The lower American River provides feeding, resting, and/or nesting habitat for many bird species, many of which require the aquatic areas of the river and backwaters, or the riparian vegetation of the ecosystem. Riparian areas are known to support a species-rich songbird community (Gaines 1977), and the lower American River also provides habitat for many raptors, including Swainson's hawks, red-shouldered hawks, Cooper's hawks, and great-horned owls, all of which require or are closely associated with riparian vegetation. Bald eagles, which are more common around Folsom Reservoir, occasionally use the lower river, which provides roosting and foraging habitat. Waterfowl, particularly mallards and Canada geese, also use the area extensively.

More than 50 species of mammals have been recorded for the area (USFWS 1986). Common species include beaver, black-tailed jackrabbit, striped skunk, Virginia opossum, raccoon, California ground squirrel, gophers, and many small rodents and insectivores including voles, moles, shrews, deer mice, and pocket gophers. Uncommon species include mule deer, and several carnivores, such as badger, long-tailed weasel, river otter, gray fox, coyote, bobcat, and mink.

Reptile species of the lower American include common kingsnake, Gilbert and western skinks, southern alligator lizard, western fence lizard, gopher snake, and several garter snakes. Common amphibians include Pacific treefrog, California newt, California slender salamander, western toad, and the introduced bullfrog.

Relatively little is known about invertebrates of the lower American River, but elderberry plants are fairly common in areas, and provide habitat for the endangered valley elderberry longhorn beetle.

FUTURE CONDITIONS WITHOUT THE PROJECT

Future without-project conditions are those conditions expected to occur over the life of the project if the project were not implemented.

Vegetation

Around Folsom Reservoir and Upstream

Without-project conditions for this project area are not expected to change significantly from the baseline condition over the life of the project. Refer to the baseline condition described under the no action alternative.

Lower American River

Under without-project conditions, vegetation in and along the lower American River would continue to undergo changes typically associated with a riparian system, but constrained and limited by the adjacent levee system, upstream dams, and regulated flow releases. Regeneration of riparian species, particularly cottonwood and willows, will slowly decline, as continued lateral erosion, net downstream sediment movement, and increased amount of higher terrace areas, exposed to less frequent flooding, develop as a result of increased channel stability. These processes have resulted from the construction of Folsom Dam and channel modifications along the lower American River (USFWS 1991).

Sediment deposition needed for the establishment of these riparian species will continue to be limited by upstream impoundments. Forest complexes would be dominated by species adapted to relatively low water needs. Riparian species will gradually mature then die out, giving way to more drought-tolerant plant species such as ash, box elder, and valley and live oaks. Vegetation will continue to be affected by its location in a major metropolitan area. Associated impacts include vandalism, burning, and mowing for firebreaks, among the more common human disturbances. Some younger riparian vegetation that exists under baseline conditions will continue to develop over time into mature riparian woodland habitat. Habitat abundance and diversity is not expected to change significantly over time in the hydraulic mitigation areas.

Fish

Around Folsom Reservoir and Upstream

Without-project conditions for this project area are not expected to change significantly from the baseline condition over the life of the project. Refer to the baseline condition described under the no action alternative.

Lower American River

Conditions for fish in the lower American River are likely to change in the future without the project. However, the way in which it will change is difficult to predict. With continued implementation of the Anadromous Fish Restoration Program (AFRP) of the Central Valley Project Improvement Act (USFWS 1995), conditions in the lower American River are expected to improve for fishery resources.

Other variables will determine the way in which flows are managed on the lower American River; including meeting the needs of Bay-Delta water quality standards, Reclamation's existing and renewed water contracts, and any additional new water contract quantities.

Wildlife

Around Folsom Reservoir and Upstream

Without-project conditions for this project area are not expected to change significantly from the baseline condition over the life of the project. Refer to the baseline condition described under the no action alternative.

Lower American River

The types of wildlife species found in the area would likely change somewhat along the lower American River under without project conditions, due primarily to the changes in vegetation described above and overall habitat abundance and diversity. Species which would decrease in number are those that prefer tree species such as cottonwood and willow for perching, foraging, and/or nesting (USFWS 1991a), as these plant species would likely decrease over time. Such wildlife species include birds such as woodpeckers, flickers, wrens, and raptors, and other avian species that use these riparian areas to meet their life requirements. Alternatively, species that prefer more arid habitats, such as oak woodland, would increase over time.

FUTURE CONDITIONS WITH THE PROJECT

Future with-project conditions are those conditions expected to occur over the life of the project if the project were implemented.

CONSTRUCTION IMPACTS

A. Folsom Reservoir

Vegetation

Four cover-types: oak/grey pine woodland, riparian woodland, chaparral and seasonal wetland, would be directly impacted by construction of the Folsom DS/FDR project. The compensation acreage of Alternatives 1, 2, 4 and 5 are compared to that of Alternative 3, the Preferred Alternative, for these cover-types in Table 1.

Table 1. Summary of Cover-Types, Acres Impacted, and Compensation Recommended by Alternatives Compared to the Preferred Alternative for the Construction of the Folsom DS/FDR Project, California.

Folsom DS/FRD Project					
Alternative	3 (Preferred)	1	2	4	5
Cover-Type	Impacted Acres: Compensation Needed	Difference from the Preferred Alternative Impacted Acres	Difference from the Preferred Alternative Impacted Acres	Difference from the Preferred Alternative Impacted Acres	Difference from the Preferred Alternative Impacted Acres
Oak/grey pine woodland	52.4 : 64.5	0.39	0.39	0.70	-1.07
Riparian woodland	42.7 : 48.0	-0.28	-0.62	-0.15	-1.66
Chaparral	0.7 : 0.8	0	0	0	-0.21
Seasonal wetland	1.2 : 4.7	0	0	0	0
Total	97.0 : 117.9				

A habitat assessment using Habitat Evaluation Procedures (HEP) was used to develop the compensatory mitigation acreage and is included in Appendix A. Based on the HEP, compensation ratios are: 1.2:1 oak/grey pine woodland; 1.1:1 riparian woodland; 1:1 chaparral; and 4:1 seasonal wetland.

B) Auxiliary Spillway

Three cover-types: oak/grey pine woodland, riparian woodland and chaparral would be directly impacted from the construction of the auxiliary spillway; a component of the Folsom DS/FDR project. The four spillway alternatives impact almost the same amount of acres in each of the cover-types (2.71 to 3.49 acres). Table 2 summarizes the cover-types impacted by the four spillway alternatives and their compensation needs based on the HEP results.

Table 2. Summary of Cover-Types, Acres Impacted, and Compensation Recommended for the Construction of the Auxiliary Spillway Alternatives of the Folsom DS/FDR Project, California.

Folsom Dam Auxiliary Spillway Alternatives				
	Six-gate (Preferred)	Fuseplug	Fuseplug with Tunnel	Four-gate
Alternative	3	1	2	4
Cover Type	Impacted Acres: Compensation Needed	Impacted Acres: Compensation Needed	Impacted Acres: Compensation Needed	Impacted Acres: Compensation Needed
Oak/Grey pine woodland	1.07 : 1.38	1.46 : 1.89	1.46 : 1.89	1.77 : 2.29
Riparian woodland	1.66 : 1.88	1.38 : 1.57	1.04 : 1.18	1.51 : 1.71
Chaparral	0.21 : 0.22	0.21 : 0.22	0.21 : 0.22	0.21 : 0.22
Total	2.94 : 3.48	3.05 : 3.68	2.71 : 3.29	3.49 : 4.22

The spillway site would be developed in three construction phases by excavating about 860,000 cubic yards of material during the first phase, an additional 2.5 million cubic yards during the second phase and excavation of the approach channel would require removal of about 500,000 cubic yards during the third phase. The material would be placed in haul trucks and taken to one of the staging areas. Some of the material may be utilized as riprap where needed. At the processing plant sites, the material would be screened and crushed to size required to reinforce MIAD (MIAD overlay), the wing dams, and Dikes 4, 5 & 6. Following processing, the material would be hauled to a given structure for immediate use, or the material could be stored either temporarily and/or permanently at Dike 8/Folsom Point, Dike 7, and near MIAD including D2. At Dike 7 and Dike 8/Folsom Point, excess excavation material may be placed permanently in the reservoir to create staging areas upstream of the structure. These areas would remain once construction is complete resulting in the loss of riparian woodland habitat.

The third phase of construction of the spillway is the 900-foot-long waterside approach channel which would be constructed through dredging and blasting of materials. The approach channel invert and vertical sides would be concrete lined for about 50 feet upstream from the face of the control structure. The invert elevation for this concrete lining would be at the 368-foot sill elevation for the gates. Most of the approach channel would be excavated in rock to be resistant to erosion. Construction of the approach channel would require underwater blasting, dredging and excavating about 500,000 cubic yards of material.

Permanent fill would need to be placed in-reservoir around the main dam observation point to increase the efficiency of the auxiliary spillway fuseplug alternative.

C) Dike Zones, Borrow and Stockpile Sites

For this analysis the earthen dike construction impacts include varying widths for the construction area from the landside toe of the dike: Dikes 4, 6, 7 and 8 assume 75 feet of impact from the toe; Dike 5 assumes 100 feet; Dikes 1-3, and right wing dam assumes 50 feet; MIAD and the left wing dam both have additional construction/staging impacts up to the toe.

Impacts to seasonal wetlands from the construction and jet grouting to MIAD may occur from changes in water quality or the discontinued/muted flow of water from Folsom Reservoir into/out of the wetlands.

D) Construction and Contractor Use Sites

For this analysis all proposed construction and contractor use sites are the same for all the alternatives except below the left wing dam, where the proposed spillway would be located.

Impacts to annual grassland would be minimized by seeding all disturbed areas with native grasses as soon as construction activities are complete in the disturbed area. It was anticipated that the work would be phased, so the entire annual grassland area would probably not be disturbed at the same time. Similarly, the impacts to other disturbed lands (these areas are roads, parking lots, riprap, etc, that do not currently provide significant values for fish and wildlife species) can be minimized by replanting with native annual grasses, when possible.

E) Existing and New Stilling Basins

The habitat impacts from the proposed extension of the existing stilling basin by 50 to 75 feet and the construction of a new stilling basin at the foot of the spillway has not been fully evaluated in this report. Construction plans for these two components are still in the preliminary design phase; therefore, subsequent environmental documents will be needed.

Fish

Impacts from blasting and dredging are expected to directly and indirectly affect plankton in the surrounding water column and fish in the reservoir. Blasting and dredging could increase the amount of mercury and methylmercury in the water column, as well as sediment, thus decreasing the amount of light available. However, sediment suspended during construction would be minimized, to the extent possible with the use of sediment curtains, sheetpiles or other methods

that minimize the suspended sediment and keep it localized. It is anticipated that these impacts would be temporary, although they could affect fish in the area. Although total mercury levels in the sediment are at or below toxicity guidelines, those guidelines are based only upon direct sediment mercury toxicity to benthic organisms and do not address mercury methylation and bioaccumulation in the food chain.

Wildlife

About 97 acres of existing habitat for wildlife species (does not include the “other” or annual grassland cover-types) would be temporarily lost with implementation of the project. The compensatory mitigation is intended to offset this loss of habitat value over the life of the project.

Impacts from dredging and blasting are expected to temporarily increase the amount of mercury and methylmercury in the water column and in aquatic species including fish and some terrestrial species around the work area. Animals that feed on the aquatic species subject to this higher than typical level of mercury could be adversely affected through impaired reproduction.

Lower American River

Vegetation

No change in the existing conditions for vegetation in the Lower American River is anticipated; because the construction impacts of any Folsom Dam raise would be focused on the flood control space within the reservoir and lands adjacent the existing reservoir. At the current time neither Reclamation nor the Corps has the authority to deviate from the current Water Control Manual thus operations of the dam will remain the same.

Fish

The Lower American River has been designated as impaired under the Clean Water Act, section 303(d) for methylmercury and Lake Natoma has health advisories for mercury in fish. Efforts should be made to minimize suspension of sediments during the blasting and dredging operations, monitor suspended sediment transport out of the reservoir during those operations, and monitor methylmercury in unfiltered water and suspended sediment that does move out of the reservoir to assess methylmercury loading into the Lower American River during the blasting and dredging operations.

Wildlife

No change in wildlife species numbers or species composition is expected to occur along the Lower American River as a result of the proposed work at the Folsom Facilities.

OPERATIONAL IMPACTS

In 2001, the Corps proposed enlargement of the existing Folsom Dam outlets as part of the authorization under the American River Watershed Investigation, Folsom Dam Modification Project, which directed the Corps to change the variable flood storage space at Folsom Reservoir from the current interim operation of 400,000 acre-ft to 670,000 acre-feet to a 400,000 acre-feet to 600,000 acre-feet (400/600) permanent variable flood space operation once the Folsom

Modification Project had been implemented. This change would increase the level of flood protection by enabling operators to balance outflows with inflow early in the storm hydrograph, and attain a maximum discharge of 115,000 cfs through the enlarged outlets for a 10-year or larger event. At that time the Service analyzed the impact of the revised Folsom Dam Modification Project to the cold water pool, gravel movement and seed dispersal. The Services' Fish and Wildlife Coordination Act Report for the American River Watershed Investigation, Folsom Dam Outlet Modification Project is located in Appendix D.

When the Folsom DS/FDR project is completed, Folsom Dam will have four methods of discharging flows from the reservoir: three power penstocks, eight flood control outlets, tainter/radial spillway gates set near the main spillway crest (five service and three emergency), and six submerged tainter gates in the proposed auxiliary spillway. To ensure adequate tailwater, the three emergency spillway gates may not be used unless the total outflow from the dam exceeds 240,000 cfs. This restriction makes the emergency gates unusable for normal flood control purposes and limits the use of the gates to dam safety outflows (Reclamation 2006b).

The Corps and Reclamation, along with other agencies and water groups, will develop a new flood control manual for Folsom Dam for implementation prior to completion of the auxiliary spillway. The new flood control manual is currently being scoped as a parallel process. The parallel flood control manual development (Re-Operations Study) and study will include variable flood storage space, including analysis of forecast based operations, new flood release schedules and a plan component for repayment of potential water supply losses resulting from implementation of this flood control manual. This parallel study will be a collaborative process with the appropriate level of environmental analysis, public, agency and stakeholder coordination, and appropriate NEPA/CEQA documentation. However, if this does not occur, the project features would be operated under the existing operating criteria. Under this scenario, the same amount of water would ultimately be released with and without the project features (due to operational constraints).

A) Folsom Reservoir

Vegetation

The enlargement of Folsom Reservoir through a raise would allow for additional flood surge storage capacity, on a temporary basis, and not for increasing the storage capacity of the reservoir. Between 805.30 and 1,389.44 acres would be affected by enlarging Folsom Dam, depending on which dam raise alternative is selected. Some of these lands are already developed or otherwise disturbed habitat, that provide little or no value for wildlife species, and some support vegetation that is tolerant of flooding. Table 3 summarizes the acreage of each cover-type which provides value for wildlife that is expected to receive inundation over the life of the project (the "Other" cover-type is not included in Table 3). Inundation effects around Folsom Reservoir would occur in large part by the frequency, timing, and duration of flooding. Inundation impacts shown are for the raise components operating under the current water control manual/dam operations.

Table 3. Preliminary Summary of Cover-Types, Impacted Acres and Compensation Recommended for the Inundated and Construction at Dikes 1-3 of the Folsom Reservoir for the Folsom Dam Raise Alternatives 3.5, 4.0, 7.0, or 17 feet as part of the Folsom DS/FDR Project, California.

Folsom Dam Raise Alternatives				
	3.5-ft Raise	4-ft Raise	7-ft Raise	17-ft Raise
Alternative	3-Preferred	2	4	5
Cover Type	Impacted Acres: Compensation Needed	Impacted Acres: Compensation Needed	Impacted Acres: Compensation Needed	Impacted Acres: Compensation Needed
Oak/Grey Pine woodland	781.5 : 939.4	820.2 : 985.8	935.1 : 1,123.8	1,331.8 : 1,600.1
Riparian woodland*	45.47 : 0.02	48.68 : 0.02	56.5 : 0.02	48.68 : 0.02
Chaparral	32.2 : 34.1	34.3 : 36.3	40.8 : 43.2	34.3 : 36.3
Seasonal wetland*	0.58 : 0.0	0.58 : 0.0	0.58 : 0.0	0.58 : 0.0
Total	859.8 : 973.5	903.8 : 995.12	1,033 : 1,167	1,415.4 : 1,636.4

*No permanent impacts to riparian woodland and seasonal wetland are expected from the short inundation that would occur from a raise component of the Folsom DS/FDR project. Acres shown are from the construction at Dikes 1-3.

Studies to date indicate that predicting the effects of inundation on vegetation is not straightforward. Raising Folsom Dam would have the potential for two significant impacts on vegetation: (1) changes in vegetation composition caused by inundation affecting survival and reproduction of vegetation in the zone between current and proposed maximum reservoir levels; and (2) effects of inundation on soil erosion and slippage, especially on steep slopes as are found along the upper reservoir and the forks of the American River.

The vegetation types exposed to flooding are not, in general, highly tolerant of prolonged flooding. With the exception of riparian and riverine habitats, natural flooding does not occur in the areas which would be flooded by raising Folsom Dam. Studies of the effects of inundation on blue oaks (1975 in USFWS 1980; MWA-JSA 1994) have found that blue oaks can survive some flooding, but may be sensitive to periods of inundation of as little as 7 days. It is not clear from these studies, however, at what time of year flooding occurred, and the ability of vegetation to tolerate inundation depends on the time of year. For example, deciduous trees, such as oaks, tend to be much more sensitive to flooding during their period of active growth (i.e., in the spring), while winter-dormant plants appear to be more tolerant of flooding (USFWS 1980). Folsom Reservoir can be expected to fill during spring flood event, when oaks are actively growing. The absence of blue oaks within the inundation zone of Folsom Reservoir and other foothill impoundments indicates that blue oaks cannot tolerate the flooding regime existing there. Further, evergreen species, including grey pines and live oaks, occur commonly around the reservoir above current pool elevations, and tend to be more sensitive to inundation than deciduous trees such as blue oaks (MWA-JSA 1994).

The other factor which could affect vegetation is erosion (slippage) of the saturated soil in the new inundation area during a flood event as the water is drawn down or from wind driven wave wash during a major storm event. Slopes in the Folsom Reservoir area are generally between 5 and 25% (USACE 2001). Slopes in the Mooney Ridge area in the northwestern corner of the

reservoir and the shoreline just west of the South Fork of the American River exceed 30% (USACE 2001). It is likely that during a major flood event some, or all, of the soil on steep slopes would experience some erosion. The extent of erosion and its effect on vegetation would be difficult to predict.

Assuming a worst case scenario that over the life of the project all of the existing vegetation in the inundation zone would be lost, a mitigation need was developed for each cover-type using the HEP results. Statistically, there is a relatively small chance of complete inundation coupled with total loss of vegetation. However, it is reasonable to expect some impacts, especially at the lower zones due to the potential for more frequent inundation, over the life of the project.

Given the uncertainties on effects of inundation on vegetation and soil erosion, the HEP Team decided to recommend that a monitoring and adaptive management program be developed to monitor vegetation around the reservoir over the life of the project. Baseline conditions would be managed and updated at 10-year, or some other predetermined interval. After major flood events (those which encroach above the existing maximum flood pool elevation), vegetation would be surveyed and damages attributable to inundation would be mitigated as deemed appropriate using best management practices at the time (replanting on site would be the first priority).

Fish

Impacts from the rise and fall of reservoir levels could result in fish becoming stranded in isolated water bodies or on land, particularly if in-reservoir construction, borrow, stockpiling, disposal areas and haul roads are not properly re-contoured to allow complete drainage as reservoir levels fall.

Wildlife

No operational effects for wildlife species are anticipated provided there is no accelerated erosion associated with the new inundation zone.

Lower American River

The raise plans would be identical to the without-project condition up to inflows of around 300,000 cfs, or about the 140-year event. Between the 140-year event (0.7% probability of occurrence) and about the 200-year event (0.5% probability of occurrence), the raise plan would maintain outflows at no more than 115,000 cfs, while the without-project conditions would be uncontrolled, resulting in very high outflows of 180,000-315,000 cfs.

Vegetation

Folsom Dam would be raised 3.5, 4.0, 7.0, or 17 feet with the project, and the additional space used to detain flood flows while outflows remain to the extent possible within the 115,000 cfs objective capacity of the downstream channel. This detention would reduce peak flows, while increasing the duration of flows, relative to existing conditions. The moderated flows may reduce erosive energy compared to existing conditions, and could have a cumulative or indirect effect on carryover storage.

Fish

No long-term operational effects for fish species are anticipated.

Wildlife

No long-term operational effects for wildlife species are anticipated.

THREATENED AND ENDANGERED SPECIES

Appendix B provides a list of the federally listed species for the Folsom DS/FDR project (Sacramento, Placer, and El Dorado counties), dated September 15, 2006, and a summary of a Federal agency's responsibilities under section 7(a) and (c) of the Endangered Species Act (Act) of 1973, as amended. Reclamation and the Corps should get an official list of all federally listed and proposed threatened and endangered species and their designated critical habitat within the project area, or an update of any list more than 90 days old at the time preparation of any additional or updated Biological Assessment for this project is undertaken by accessing the Service's Sacramento Fish and Wildlife Office's website. The National Oceanic and Atmospheric Administration (NOAA) has responsibility for federally listed marine fish and wildlife species, including all anadromous salmonids. They should be contacted if any of these species may be impacted by project activities. The CDFG has responsibility for State listed species and species of concern. Species accounts for most of the species discussed below may be obtained from the Service's Sacramento Fish and Wildlife Office.

Based on the county lists there are 13 federally listed threatened species which may occur in the project area. These are: bald eagle, giant garter snake, California red-legged frog and its critical habitat, delta smelt and its critical habitat, Lahontan cutthroat trout, Central Valley steelhead, Central Valley spring-run Chinook salmon and its critical habitat, valley elderberry longhorn beetle and its critical habitat, vernal pool fairy shrimp, Layne's butterweed, California tiger salamander and its critical habitat, slender Orcutt grass (and critical habitat for vernal pool plants), and delta green ground beetle.

There are nine federally listed endangered species which may occur in the project area. These are: vernal pool tadpole shrimp, Conservancy fairy shrimp (and critical habitat for vernal pool invertebrates), winter-run Chinook salmon and its critical habitat, Stebbin's morning glory, Pine Hill ceanothus, Pine Hill flannelbush, El Dorado bedstraw, Antioch Dune evening-primrose, and Sacramento Orcutt grass (and critical habitat for vernal pool plants).

DISCUSSION

Mitigation Planning Goals

The recommendations provided herein for mitigation and the protection of fish and wildlife are in conformance with the Service's Mitigation Policy as published in the Federal Register (46:15; January 23, 1981). The Mitigation Policy provides Service personnel with guidance in making recommendations to protect, conserve, and enhance fish and wildlife and their habitats. The policy helps ensure consistent and effective Service recommendations, while allowing agencies

and developers to anticipate Service recommendations and plan early for mitigation needs. The intent of the policy is to provide leadership to conserve, protect and enhance fish and wildlife species and their habitats.

Under the Mitigation Policy, resources are assigned to one of four distinct Resource Categories, each having a mitigation planning goal which is consistent with the fish and wildlife habitat values involved. The Resource Categories cover a range of habitat values from those considered to be unique and irreplaceable to those believed to be much more common and of relatively lesser value to fish and wildlife. In applying the Mitigation Policy during an impact assessment, each specific habitat or cover-type that may be impacted by the project is identified. Evaluation species which utilize each habitat or cover-type are then selected for Resource Category determination. Selection of evaluation species can be based on several rationales, including: (1) species known to be sensitive to specific land and water use actions, (2) species that play a key role in nutrient cycling or energy flow, (3) species that utilize a common environmental resource, or (4) species that are associated with important resource problems, such as anadromous fish and migratory birds, as designated by the Director or Regional Directors of the Service. Evaluation species used for Resource Category determinations may or may not be the same evaluation elements used in an application of HEP. Finally, based on the relative importance of each specific habitat to its selected evaluation species, and the habitat's relative abundance, the appropriate Resource Category and associated mitigation planning goal are determined.

Mitigation goals are: (1) no loss of existing habitat value (Resource Category 1); no net loss of in-kind habitat value (Resource Category 2); no net loss of habitat value while minimizing loss of in-kind habitat value (Resource Category 3); and minimize loss of habitat value (Resource Category 4). As defined in the Service's Mitigation Policy, "in-kind replacement" means providing or managing substitute resources to replace the habitat value of the resources lost, where such substitute resources are physically and biologically the same or closely approximate those lost.

Under Pacific Region Service guidance, we are also pursuing a goal of no net loss of wetland acreage, while seeking a net overall gain in the quality and quantity of wetlands through restoration, development and enhancement. Furthermore, the Service believes that wetlands mitigation, which is the creation of wetlands to offset losses, should only be deemed acceptable when losses are determined to be unavoidable and mitigation is known or believed to be technically feasible. Restoration of former or degraded wetlands is the preferred form of compensatory mitigation, followed by wetlands creation.

In recommending mitigation for adverse impacts to any of these habitats, the Service uses the same sequential mitigation steps recommended in the Council on Environmental Quality's regulations. These mitigation steps (in order of preference) are: avoidance, minimization, rectification, reduction or elimination of impacts over time, and compensation.

Impacts to four habitat types were evaluated for the Folsom DS/FDR project. These habitats, and their corresponding evaluation species, designated Resource Categories and associated mitigation planning goals are discussed below, and summarized in Table 4.

Table 4. Evaluation Species, Resource Categories, and Compensation Planning Goals selected for cover-types impacted by the Folsom DS/FDR Project, California.

Cover-Types	Evaluation Species	Resource Category	Mitigation Planning Goals
Oak - grey pine woodland	breeding birds	2	No net loss of in-kind habitat value
Riparian woodland	belted kingfisher, raptor guild	2	No net loss of in-kind habitat value
Chaparral	breeding birds	3	No net loss of habitat value while minimizing loss of in-kind habitat value
Seasonal wetlands	marsh wren, red-winged blackbird, great blue heron	2	No net loss of in-kind habitat value
Annual grasslands	raptor guild, ground-foraging birds	4	Minimize loss of habitat value
Other ¹	none	4	Minimize loss of habitat value

¹No evaluation species were chosen because use by wildlife is minimal to none.

a. Oak-grey pine woodland

Oak-grey pine woodland is usually dominated by a blue oak overstory, with grey pines interspersed at low density among the oaks. Other trees associated with this habitat type are California buckeye, which occurs as scattered individuals or small clumps, and interior live oak. On more mesic sites, such as north-facing slopes along the South Fork near Salmon Falls, live oaks and California black oaks replace blue oaks as the dominant oak. Understory shrubs such as manzanita, toyon, and shrubby oaks are often present, though typically at low densities, relative to tree cover.

Oak woodland (including oak savanna) also occurs widely in the project area, particularly along the lower American River, and at lower foothill elevations, near Folsom Dam. Typical oak woodland is characterized by a fairly open canopy layer with 20-70% cover of blue and live oaks, and a grassy ground cover. A woody understory may be present, but is typically sparse where present.

The canopy of blue oaks is typically 30 to 50 feet tall, and varies from about 30 to 80% canopy closure (Barbour 1988), with open areas containing shrubs and grasses. The understory is primarily annual grasses and forbs. Most existing stands of this type are in mature stages, with oaks to heights of up to 50 feet. Mature grey pines typically rise above the oaks, to heights of up to 75 to 100 feet. The long-term survival of this habitat type has been an issue of concern, because oak regeneration has been minimal for over 100 years (Holland 1976). Many factors

have been implicated as causes for low recruitment of oaks, including browsing of seedlings, consumption of acorn crops by livestock and native wildlife, changes in fire dynamics, and possibly climatic changes and competition with introduced annual grasses (Barbour 1988; Verner 1988). Blue oak woodland provides high-quality wildlife habitat for a rich assemblage of species. In the western Sierra Nevada, 29 species of amphibians and reptiles, 79 species of birds, and 22 species of mammals find mature stages of this habitat suitable or optimum for breeding, where other, special habitat requirements are met (Verner and Boss 1980).

Non-native annual grasses form an understory in most of the study area, and the transition from woodland to savanna is not clearly demarcated, but rather part of a continuum from closed canopy woodland to open, treeless grasslands. As a result, habitat types can grade imperceptibly from one to another. Where trees are absent, the habitat is designated as annual grassland. Because scattered oaks provide food, cover and nesting habitat unavailable in grasslands, we treated oak savanna as a component of oak woodland.

The evaluation species selected for Resource Category determination are breeding birds. These species were selected because: (1) their ecological roles (prey, predator, scavenger, etc.); (2) the Service has responsibilities to protect and manage many of these species under the Migratory Bird Treaty Act; (3) their high nonconsumptive value for bird watching; and (4) this habitat provides required nesting, foraging, and cover habitat for many breeding bird species. Blue oak-grey pine woodland habitat is still relatively common in the project area and region, but is increasingly being degraded in value and in general not exhibiting regeneration (blue oaks). Therefore, the Service has placed this habitat in Resource Category 2 with its mitigation planning goal of no net loss of in-kind habitat value.

c. Riparian woodland

Riparian woodlands occur extensively along the lower American River, and in patches along perennial and intermittent streams and rivers flowing into Folsom Reservoir. Two forms of riparian habitat occur in the study area: riparian forest, dominated by large trees, and riparian scrub-shrub, consisting mostly of low shrubs. Scrub-shrub habitat occurs in more frequently disturbed areas (e.g., by flood-scouring or human activities), and as a stage in regeneration of riparian forest following disturbance. The two forms are often interspersed (e.g., a clump of cottonwoods in an area of shrub-scrub), and are treated together in this report, as the existing data is inadequate to separate them. Trees characteristic of this habitat in the study area include cottonwoods, arborescent willows, and oaks; understory plants include wild grape, blackberries, poison oak, willows, and elderberry. Scrub-shrub habitat is frequently dominated by willows, and often contains other shrubby riparian species and immature trees listed above. Small areas of emergent wetlands, characterized by cattails, occur along the lower American River, and may reasonably be expected to occur in riparian areas upstream of Folsom Dam.

Riparian forests were formerly widespread in the region, but have been severely reduced by agricultural development, flood control measures (including channel modifications and vegetation removal), and decreased stream flows resulting from diversions and dams upstream. The riparian forest along the lower American River today is one of the larger and better-protected remnants of this habitat, and has been recognized as a "natural area of special significance" in the county general plan (County of Sacramento 1993).

Riparian vegetation provides feeding, nesting, and shelter habitat for many species which use the riparian zone and surrounding lands. Vegetation which overhangs or protrudes into the water also provides fish with cover, rearing, and food resources. Riparian habitat supports a species-rich assemblage of breeding birds, and provides food and cover for migratory birds. Because of its linear distribution and the extensive edge which that provides, the value of riparian areas to wildlife typically far exceeds the value of an equally-sized block of non-riparian woody habitat. Belted kingfishers, and raptors (including red-shouldered hawk, osprey, and American kestrel) were chosen to evaluate riparian habitat because: (1) as predators, they play a key role in community ecology of the study area; (2) they have important human nonconsumptive benefits (e.g., bird watching); and (3) the Service has responsibility for protection and management of many of these species under the Migratory Bird Treaty Act. Riparian habitat is of generally high value to the evaluation species, and is today very scarce in the project area and general Eco-region. Therefore, the Service finds that any riparian habitats that would be impacted by the project should have a mitigation goal of "no net loss of in-kind habitat value or acreage"--i.e., Resource Category 2.

d. Chaparral

Chaparral occurs in patches around Folsom Reservoir as well as along the south arm of Folsom Reservoir, and along the North and South Forks. Chaparral has a dense overstory of woody evergreen shrubs, and usually is found on drier sites, e.g., on southwest-facing slopes, and on shallow soils. Chaparral in the study area is often dominated by chamise, with manzanita, ceanothus, toyon, and shrubby oaks. Understory growth tends to be sparse, and is mostly annual grasses with a few forbs. Chaparral plants are notable for their high tolerance to drought, ability of seeds and/or plants to survive fire, and their high value as watershed cover (USFWS 1991). Chaparral provides food resources, shelter, and breeding sites to many wildlife species; for example, chaparral on the western slope of the Sierra Nevada provides suitable or optimal nesting or breeding habitat for about 90 avian species, 10 amphibians, 18 reptiles and 41 mammals (Verner and Boss 1980).

Breeding birds were chosen to evaluate chaparral habitat because: (1) they play multiple roles in chaparral ecology, as predators, prey, and as seed dispersal agents; (2) they provide nonconsumptive recreational and other values to humans (e.g., bird watching, bird song); and (3) the Service is responsible for protection and management of many of these species under the Migratory Bird Treaty Act. Chaparral habitat is a native habitat of generally high value to the evaluation species, and is today moderately scarce in the project area, but fairly abundant in the eco-region. Therefore, the Service finds that any chaparral habitats that would be impacted by the project should have a mitigation planning goal of "no net loss of habitat value while minimizing loss of in-kind habitat value"--i.e., Resource Category 3.

e. Seasonal wetlands

Seasonal wetlands occur in small patches near seeps and springs, and in drainages entering Folsom Reservoir. Seasonal wetlands in the project vicinity are characterized by non-woody emergent vegetation, including cattails, rushes, and sedges. Two marsh-nesting passerine birds, the marsh wren and red-winged blackbird, as well as great blue heron were chosen to evaluate emergent wetland. The marsh wren and red-winged blackbird are passerine species which nest and feed in emergent wetlands, and could therefore be present in any occurrences of this cover

type which may be found in the project area. Great blue herons forage extensively in wetlands on aquatic vertebrates; these herons are a highly visible species, which many people take great pleasure in observing. All of the evaluation species are also migratory birds for which the Service has management responsibility under the Migratory Bird Treaty Act.

In the project vicinity, and the eco-region (Central Valley) in general, emergent wetlands are relatively scarce, and would be of high value to the evaluation species. Emergent wetland in the project area is therefore designated as Resource Category 2, with a mitigation planning goal of “no net loss of in-kind acreage or habitat values, whichever is greater.”

f. Annual grasslands

Annual grasslands differ from woodland by lacking dominant tree cover; it appears that much of the treeless grassland found on the study area is a result of tree loss due to human activities. Perennial grass species once dominated native grasslands, but introduced annual species have largely displaced native perennial and annual grasses. Typical annual grass species are foxtail, brome, wild oats, and Italian ryegrass; native perennial grasses include needlegrasses, California onion grass, and fescue. Grassland areas provide habitat for granivorous birds such as western meadowlark, California quail, and sparrows and finches, and for California voles and pocket gophers. These areas provide important foraging habitat for breeding raptors, including red-tailed hawks, American kestrels, and great horned owls, and for wintering raptors. Lastly, waterfowl, notably Canada geese, graze on green vegetation in the grasslands adjacent to Folsom Reservoir.

The evaluation species selected for annual grasslands in the area near Folsom Reservoir are the raptor guild, and passerine ground-foraging birds (including western meadowlark, white-crowned sparrow). We have chosen these as evaluation species because: (1) raptors, as predators, play a key role in community ecology of the study area; (2) they have important human nonconsumptive benefits (e.g., bird watching); and (3) the Service's responsibilities for many of these species protection and management under the Migratory Bird Treaty Act. While the values of these habitats vary according with season and grazing intensity, much of the grassland habitat in the study area provides medium-to-high value foraging habitat for diverse assemblages of birds of prey and ground-foraging passerine birds. Furthermore, the value of these habitats is often enhanced by their continuity with other adjacent habitats, such as wooded areas, cliffs, ponds, which provide nest and shelter sites. Grassland habitat has medium-to-high value, and is relatively abundant in the project area. Therefore, the Service finds that grasslands in the project should have a mitigation planning goal of no net loss of habitat value while minimizing loss of in-kind habitat value (i.e., Resource Category 3).

g. “Other” habitat

“Other” habitat includes disturbed areas such as parking lots, roads, and boat ramps. Evaluation species were not chosen, because use by wildlife is so minimal. In view of the extremely low habitat value for most wildlife species provided by these areas in the project footprint, the Service finds that any highly disturbed habitats meeting the “other” habitat definition that would be impacted by the project should have a mitigation planning goal of “minimize loss of habitat value” (Resource Category 4).

Our recommended mitigation plans are based on the fundamental assumption that in-kind compensatory mitigation, namely creation or restoration of the desired habitats, will succeed in replacing the habitat functions, values, and acreage lost with project implementation.

To provide assurance that any implemented compensatory mitigation measures will achieve their intended objective of replacing lost habitat values, detailed, long-term mitigation monitoring and remedial-action plans must be incorporated into the project design. These plans should include planting design, monitoring methods, specific success criteria, and remedial measures in the event of failure in meeting success criteria. The Service would be willing to participate in monitoring of construction activities, and development and implementation of the mitigation and monitoring programs.

The results and recommendations in the discussion that follows are for compensatory mitigation of impacts due to implementation of the project. They do not supersede our primary recommendation for impact avoidance, as discussed previously in this report. The results and mitigation recommendations are based on our HEP analyses (Appendix A) which include: field surveys, review of aerial photographs, data collection, review of the literature and discussions with plant ecologists and other experts familiar with the project area and its ecological processes. These plans were selected based on what the Service views as most appropriate for replacing habitat values that would be lost with the project. They are conceptual in nature, with management goals outlined in each cover-type impact section below. Mitigation site selection should be based on this conceptual framework, and designed to coincide as much as possible with the construction plans in order to minimize project costs. Adverse construction impacts at a proposed mitigation site, such as the removal of topsoil in borrow areas could, however, reduce or negate the suitability of the site for revegetation efforts. In addition, numerous site-specific factors which are currently unknown, such as groundwater depth, surface hydrology, and presence of soil contaminants, also can affect a site's suitability for restoration or creation. Therefore, mitigation site selection should be considered preliminary until such time as complete evaluation of suitability of a site is completed (i.e., evaluations of soil condition, surface hydrology, groundwater depth, and conditions in regard to salinity, alkalinity or toxic substances).

The HEP evaluation of mitigation sites is based upon the assumption that woody vegetation would be allowed to grow to maximum plant and canopy densities. These areas would not be disced or burned as part of any operation and maintenance plans, so predicted habitat values would be gained by this management plan. For the HEP analyses, we assumed that these areas would be free from human disturbance. If alternative areas would be used for mitigation that have greater exposure to human disturbance, the HEP analysis would need to be reviewed.

Construction Impact Mitigation Sites (Folsom Reservoir)

The following tables (Tables 5-8) summarize the actions proposed at each hypothetical mitigation site used to complete the HEP analyses. Additional information is contained in the HEP report (Appendix A).

Table 5. Oak - Grey Pine Woodland Mitigation Site Development Criteria, Folsom DS/FDR Project, California.

OAK-GREY PINE WOODLAND
<ul style="list-style-type: none"> ·Acquire land. ·Site is currently annual grassland. ·Provide access and maintenance roads. ·Plant native cover crop (seed). ·Construct site specific irrigation system. ·Plant 400 trees per acre using 4"x4"x14" tree pots. ·Plant 90% oak tree species (blue and live oak); 10% grey pine. ·Provide watering, weeding, non-native and invasive species control. ·Provide pest control as needed. ·Provide general maintenance and cleanup of site in perpetuity. ·Monitor plantings for 3 years and take remedial actions as needed to ensure plant establishment and overall success of the mitigation effort. ·Prepare and submit monitoring reports to the Service for 3 years. ·Develop O&M Manual.

Table 6. Riparian Mitigation Site Development Criteria, Folsom DS/FDR Project, California

RIPARIAN WOODLAND
<ul style="list-style-type: none"> ·Acquire land. ·Site is currently annual grassland. ·Provide access and maintenance roads. ·Complete earthwork to facilitate seasonal natural flooding ·Construct irrigation system. ·Plant overstory comprised of oaks, willows and cottonwood trees using 4"x4"x14" tree pots at density of 200/acre. ·Plant understory comprised of wild rose and wild grape at a density of 200/acre. ·Plant native cover crop (seed). ·Provide watering, weeding, non-native and invasive species control. ·Provide pest control as needed. ·Provide general maintenance and cleanup of site in perpetuity. ·Monitor plantings for 3 years and take remedial actions as needed to ensure plant establishment and overall success of the mitigation effort ·Prepare and submit monitoring reports to the Service for 3 years. ·Develop O&M Manual.

Table 7. Seasonal Wetland Mitigation Site Development Criteria, Folsom DS/FDR Project, California.

SEASONAL WETLAND
<ul style="list-style-type: none"> ·Acquire land. ·Site is currently annual grassland. ·Provide access and maintenance roads ·Construct wetland so that 40% of the area has water 4-9 inches deep in summer. ·Plant native cover crop on area disturbed from construction area. ·Plant appropriate wetland species. ·Provide weeding, non-native and invasive species control. ·Provide irrigation, pest control and monitoring reports for a minimum of 3 years or until the vegetation is self-sustaining. ·Provide general maintenance and cleanup of site in perpetuity. ·Develop O&M Manual.

Table 8. Chaparral Mitigation Site Development Criteria, Folsom DS/FDR Project, California.

CHAPARRAL
<ul style="list-style-type: none"> ·Acquire land. ·Site is currently annual grassland. ·Provide access and maintenance roads. ·Complete earthwork to facilitate seasonal natural flooding ·Construct irrigation system. ·Plant chaparral species. ·Plant native cover crop (seed). ·Provide watering, weeding and non-native and invasive species control. ·Provide general maintenance and cleanup of site in perpetuity. ·Monitor plantings for 3 years and take remedial actions as needed to ensure plant establishment and overall success of the mitigation effort ·Prepare and submit monitoring reports to the Service for 3 years. ·Develop O&M Manual.

Operation Impact Mitigation Sites (Folsom Reservoir)

Since there are uncertainties on effects of inundation on vegetation and soil erosion and relatively small chances for a major flood event, it is recommended that a monitoring and adaptive management program be developed to monitor vegetation around the reservoir over the life of the project. Baseline conditions would be established and updated at intervals (10 years). After major flood events (those which encroach above the existing maximum flood pool elevation), vegetation would be surveyed and damages attributable to inundation would be mitigated as deemed appropriate using best management practices at the time (replanting on site would be the first priority). However, because the maximum pool could be lower with the Preferred Alternative than under existing conditions, potential impacts to vegetation and wildlife from inundation resulting from extreme hydrologic events may be less with the project than under existing conditions.

RECOMMENDATIONS

The recommendations contained within this section constitute what the Service believes, from a fish and wildlife resource perspective and consistent with our Mitigation Policy, to be the best present recommendations for the project. The outcomes of any new or renewed consultations, as required under section 7 of the Endangered Species Act or the Fish and Wildlife Coordination Act, could also affect the recommendations herein. Rationale for most of the recommendations was discussed earlier within this report.

The Service recommends that Reclamation and the Corps implement the following preliminary recommendations if a Folsom DS/FDR project is pursued. As additional project information is developed these basic recommendations will be further refined.

GENERAL

- Select a flood control alternative which avoids, to the extent possible, unmitigable impacts and minimizes other impacts to fish and wildlife resources.
- Consult with the Service and the National Marine Fisheries Service pursuant to section 7 of the Endangered Species Act, to minimize adverse affects to federally listed species and their habitats.
- Consult with the California Department of Fish and Game regarding potential impacts to State listed threatened and endangered species.
- Avoid impacts to oak-grey pine woodland, riparian areas and seasonal wetlands adjacent to, but outside of, construction easement areas through use of construction fencing.
- Avoid impacts to woody vegetation at all staging areas, borrow sites, and haul routes by enclosing them with fencing.
- Avoid impacts to water quality at Lake Natoma and Folsom Reservoir when loading, unloading, and transporting materials to be used for the Folsom DS/FDR project by taking appropriate measures to prevent soil, fuel, oil, lubricants, etc. from entering into these waters.
- Minimize impacts to wildlife by using eco-friendly erosion control blankets that do not create wildlife entrapment issues. Using flexible joint netting or another erosion control alternative that doesn't include monofilament fixed-joint netting would avoid entrapment issues that may occur with the fixed joint netting commonly used in erosion control blankets.
- Minimize impacts to annual grassland habitat and other disturbed areas, by re-seeding all disturbed areas with appropriate native grass species as construction elements are completed.

- Minimize impacts to fish and phytoplankton during spillway construction (dredging and blasting) by implementing conservation and minimization measures (such as a curtain) during in-reservoir activities to minimize sedimentation and localize methylmercury dispersal.
- Compensate for unavoidable impacts to oak-grey pine woodland habitat by acquiring suitable lands and developing oak woodland habitat using the assumptions contained in Appendix A. Compensation acreages by project components are summarized in Appendix C.
- Compensate for unavoidable impacts to riparian habitat by acquiring suitable lands and developing riparian habitat using the assumptions contained in Appendix A. Compensation acreages by project component are summarized in Appendix C.
- Compensate for unavoidable impacts to seasonal wetland habitat by acquiring suitable lands and developing seasonal wetland habitat using the assumptions contained in Appendix A. Compensation acreages by project components are summarized in Appendix C.
- Compensate for unavoidable impacts to chaparral habitat by acquiring suitable lands and developing the needed mitigation of chaparral habitat using the assumptions contained in Appendix A. Compensation acreages by project component are summarized in Appendix C.
- Develop a monitoring and adaptive management program with the other agencies, to monitor vegetation around the reservoir over the life of the project. Baseline conditions would be established and updated at intervals (10 years). After major flood events (those which encroach above the existing maximum flood pool elevation), vegetation would be surveyed and damages attributable to inundation would be mitigated as deemed appropriate using best management practices at the time (replanting on-site would be the first priority). Budget in advance for this monitoring and adaptive management program.
- Develop a monitoring and adaptive management plan with the other agencies, to monitor the hydrology and vegetation at Mormon Island Preserve. Baseline conditions would be established before construction begins in the area and would continue for 4 years after construction has been completed. Post-construction surveys would monitor for potential changes in wetland hydrology, water quality, and vegetation. If changes in wetland hydrologic function are detected from the baseline condition, implement adaptive management mitigation to return affected systems to baseline conditions considering the long-term conservation of the Mormon Island Preserve.

- Develop operation and maintenance manuals (O&M Manual) for all mitigation sites developed for the project. Coordinate with the Service on the development of the all O&M Manuals.
- Monitor methylmercury levels in water and suspended sediment of water being released from Folsom Dam during in-reservoir construction activities until levels return to baseline.
- Complete a more thorough assessment of freshwater sediment effect levels for contaminants of concern, in particular mercury and nickel. Many of the references used in Reclamations' Sediment Characterization document to identify effect levels were inappropriate for fish and wildlife assessment needs. Other references such as MacDonald et al. (2000) and EPA (2004) provide good assessment guidelines for freshwater sediment.

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APPENDIX A
FOLSOM DAM SAFETY AND FLOOD DAMAGE REDUCTION PROJECT

HABITAT EVALUATION PROCEDURES

FEBRUARY 2007

INTRODUCTION

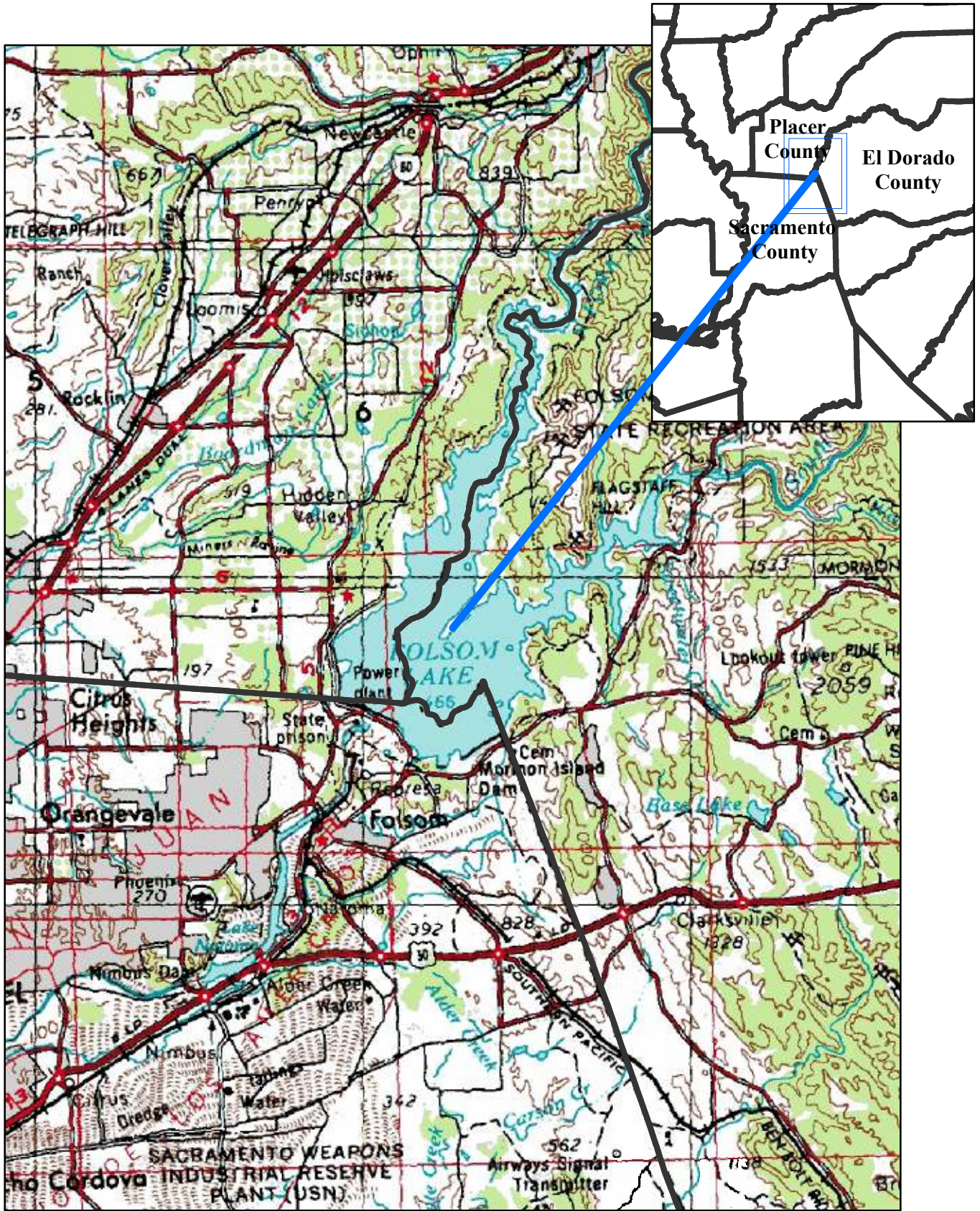
The U.S. Army Corps of Engineers (Corps) and the U.S. Bureau of Reclamation (Reclamation) seek to significantly reduce the risk of flooding along the main stem of the American River in the Sacramento area while meeting dam safety and public safety objectives. The project is authorized by the Corps' American River Watershed Investigation, Folsom Dam Modification project under section 101 (a) (6) of the Water Resources Development Act (WRDA) of 1999 and the Bureau's Dam Safety Program (static, earthquake, etc) (Reclamation 2006). Modifications to the existing authorities were made in the Energy and Water Appropriations Act of 2006, which directed the Secretary of the Army and the Secretary of the Interior to collaborate on authorized activities to maximize flood damage reduction improvements and address dam safety needs at Folsom Dam and Reservoir as one Joint Federal Project.

This application of Habitat Evaluation Procedures (HEP) is intended to provide a quantification of the impacts on fish and wildlife resources associated with Folsom Dam Safety and Flood Damage Reduction (Folsom DS/FDR). Any dam raise or spillway construction measure would be a major modification and would allow Folsom Dam to pass the probable maximum flood (PMF) volume without failure and meet Reclamation's Dam Safety Program.

PROJECT AREA

The project area is in the American River watershed, and would affect lands around Folsom Reservoir, and along the North and South Forks of the American River, which are impounded by Folsom Dam (Figure 1 and Figure 2). The project could also directly affect the Mormon Island Preserve located just downstream of Mormon Island Auxiliary Dam (MIAD) and the lower American River--the river's reach downstream of Folsom Dam (Figure 3).

The American River is the second largest tributary to the Sacramento River. The three forks (north, middle, and south) of the river originate in the Sierra Nevada Mountains at an elevation of about 10,400 feet (mean sea level), and generally flow in a southwesterly direction. The Middle Fork joins the North Fork near the City of Auburn, just upstream of Folsom Reservoir; the North Fork then joins the South Fork just upstream of Folsom Dam. All three forks of the American River above Folsom Reservoir are nationally popular areas for whitewater sports, and the reach of the South Fork from Coloma to the reservoir is the State's most popular whitewater rafting run.



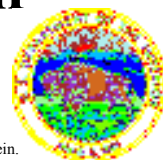
Project Vicinity- Folsom Reservoir

Figure 1

Prepared by the US Fish and Wildlife Service, Sacramento Fish and Wildlife Office, Flood and Waterway Planning Branch, Sacramento, CA; September 18, 2006

This map is for illustrative purposes only. The US Fish and Wildlife Service shall not be held liable for improper or incorrect use of the data described and/or contained herein.

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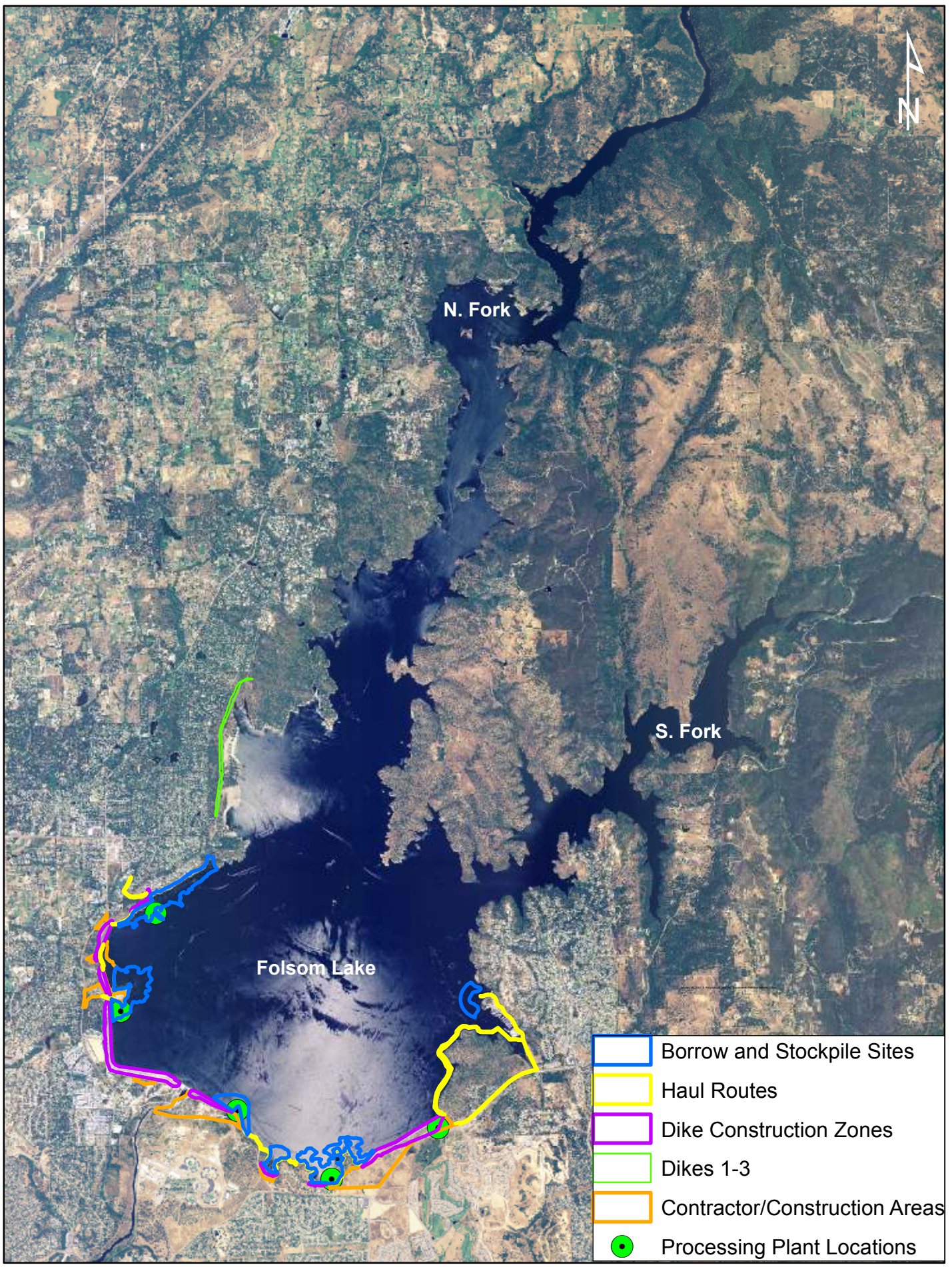


Figure 2- Project Location

Prepared by the US Fish and Wildlife Service, Sacramento Fish and Wildlife Office, Flood and Waterway Planning Branch; February 27, 2007
 This map is for illustrative purposes only. The US Fish and Wildlife Service shall not be held liable for improper or incorrect use of the data described and/or contained herein.

0 0.5 1 2 Miles





Momon Island Auxiliary Dam

Green Valley Road

Sophia Parkway

Momon Island Preserve

Empire Ranch Golf Course

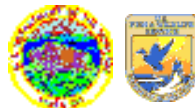


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Mormon Island Auxiliary Dam and Morman Island Preserve

Figure 3

Prepared by the US Fish and Wildlife Service, Sacramento Fish and Wildlife Office, Flood and Waterway Planning Branch; Sept. 18, 2006
This map is for illustrative purposes only. The US Fish and Wildlife Service shall not be held liable for improper or incorrect use of the data described and/or contained herein.



Folsom Dam, located near the city of Folsom, is a multi-purpose dam built by the Corps in 1955, and operated by Reclamation. It is the largest of about 20 dams in the American River watershed and, except for Nimbus Dam, is the furthest downstream. Five reservoirs in the upper American River watershed (Loon Lake, Ice House, Union Valley, French Meadows, and Hell Hole) represent 90% of the existing storage capacity upstream of Folsom Reservoir.

The main dam is a 345-foot high concrete gravity dam across the American River channel. Associated with Folsom Dam is a series of auxiliary dams and dikes which span topographic lows; these structures are needed to contain the reservoir. Mormon Island Dam is the largest of these structures, and is located on the southeast end of the reservoir. Folsom Reservoir blocks about 20 miles of the North Fork and 10 miles of the South Fork, and has a total storage capacity of 974,000 acre-feet, which fills the reservoir to an elevation of 466 feet above mean sea level (msl).

Reclamation operates Folsom Dam as an integrated component of the Central Valley Project. The dam's primary purposes have been to: provide flood control; provide instream flows; manage Sacramento-San Joaquin Delta water quality; produce hydropower; provide recreation; and more recently, protection and restoration of the region's fish and wildlife resources.

PROJECT DESCRIPTION

The Folsom DS/FDR project includes measures to remedy dam safety issues associated with seismic, static, and hydrologic concerns, and to provide increased flood damage protection. These measures include several different options to remedy the various issues at the Folsom facilities. The Folsom Facilities to be addressed by one or more of the engineering options include the main concrete dam, the right and left wing dams, Mormon Island Auxiliary Dam (MIAD), and eight dikes (1 through 8). The concrete dam and earthen wing dams serve to impound water associated with the main stem of the American River. MIAD serves to dam water within an historic river channel, while the earthen dikes serve to contain water at low spots in the topography during periods when the reservoir is full or nearly full.

The improvements would be designed so that they could be constructed and operated without affecting ongoing water conservation and hydropower operations. The plan would maintain the current Folsom Dam design flood control release of 115,000 cubic feet per second (cfs) and an emergency release of 160,000 cfs. Four scales of enlargement alternatives were developed using maximum flood control pool elevations of 468, 486.5, 489.5 and 499.5 feet msl.

Several constraints were imposed on plan formulation for Folsom DS/FDR project, these are:

- dam raise measures are solely for flood control as stipulated in section 566 of WRDA 1999;

- dam raise measures are to avoid disruptions to the normal operation of Folsom Dam for water supply, hydropower, and flood control;
- no loss of flood protection from existing flood damage reduction projects is permitted;
- minimize disturbance of habitat for threatened and endangered species.

The no action alternative serves as the base against which the proposed flood protection and Dam Safety alternatives will be evaluated to determine effectiveness and to identify effects that would result from them. Several actions that are currently authorized are expected to be completed prior to implementation of any Folsom DS/FDR project. Therefore, the effects and benefits associated with these actions are part of the no-action condition. See the accompanying Fish and Wildlife Coordination Act report for a complete description of the no action condition. A complete project description can be seen in the March 2007 Folsom DS/FDR FEIR/EIR.

Alternative 1 – No Dam Raise/Minimal Embankment Raise, Fuseplug Spillway

Under Alternative 1, there would be no raise to the concrete structure with minimal modifications to the existing spillway. A large auxiliary spillway would be constructed adjacent to the left wing dam to address hydrologic and flood control concerns. Some of the earthen structures would be raised to address hydrologic concerns, but not to increase the flood storage capacity of the reservoir since this alternative is a Dam Safety only alternative.

Alternative 2 – 4-foot Dam and Embankment Raise

Alternative 2 incorporates a 4-foot dam raise with a fuseplug auxiliary spillway and gate-controlled tunnel spillway for better hydrologic control of large flood events. Under this alternative, there could be a 4-foot raise to the concrete structure with some modifications to the existing spillway gates. An auxiliary spillway with a chute or a tunnel would be constructed to address hydrologic and flood control concerns. All of the earthen structures could be raised to address hydrologic concerns and to provide additional flood storage capacity.

Alternative 3; Preferred Alternative- Joint Auxiliary Spillway, 3.5-foot Parapet Wall Raise

Under the Preferred Alternative a smaller six-submerged tainter gate (six gate) auxiliary spillway would be constructed to address both Dam Safety and Flood Damage Reduction objectives including hydrologic and flood control concerns. Construction of the six gate auxiliary spillway would increase project discharge capacity. The 3.5-foot raise, in conjunction with modification and/or replacement of the three emergency spillway gates and the six-gate auxiliary spillway, would only serve as additional freeboard for the Folsom facilities. Once construction is completed the raise would not exceed the existing take line for a 200-year design event and there would be an anticipated lower maximum water surface elevation. The 3.5-foot raise, modification and/or replacement of the three emergency spillway gates and the six-gate auxiliary spillway, have been identified by the Corps as their Selected Plan within the Corps' Post Authorization Change report. The remaining elements of Alternative 3 are Dam Safety Modification as revised above.

A tentative schedule showing the sequencing of construction for the preferred alternative is shown in Table 1.

Table 1 Folsom DS/FDR Project Phase Sequencing		
Activity ID	Folsom Facility	Construction Period
1	Auxiliary Spillway Excavation Phase 1	September 2007 to March 2009
2	Right and Left Wing Dam Static Modifications	February 2008 to March 2009
3	Mormon Island Jet Grouting	July 2008 to December 2009
4	Auxiliary Spillway Excavation Phase 2	September 2010 to January 2014
5	Dike 5 Static Modifications	September 2009 to May 2010
6	Mormon Island Seismic Overlay	June 2015 to April 2017
7	Dike 4 and 6 Static Modifications	September 2017 to April 2018
8a	Pier Tendon Installation at Main Dam	January 2014 to March 2015
8b	Spillway Pier Wraps & Braces	August 2016 to April 2018
8c	Spillway Gate Repairs	January 2018 to August 2020
9	Auxiliary Spillway Approach Channel Excavation and Gate Structure Construction	September 2011 to December 2014
10	Raise of all Folsom Facilities	September 2018 to September 2019

Alternative 4 – 7-foot Dam and Embankment Raise

Alternative 4 contains many of the same elements as Alternative 3 with the exception of a 7-foot raise that could result in increased reservoir flood storage during large flood events. Under this alternative all Folsom Facilities and earthen structures would be raised 7 feet. A smaller four-submerged tainter gate (four gate) auxiliary spillway would be constructed to address hydrologic and flood control concerns.

Alternative 5 – 17-foot Dam and Embankment Raise

Alternative 5 was specifically developed as an alternative that would address both Dam Safety and Flood Damage Reduction requirements without the construction of an auxiliary spillway. Under this alternative all Folsom Facilities could be raised 17 feet which would increase reservoir storage capacity to control large flood events.

METHODOLOGY

HEP is a methodology developed by the Fish and Wildlife Service (Service) and other State and Federal resource and water development agencies which can be used to document the quality and quantity of available habitat for selected fish and wildlife species. HEP provides information for two general types of habitat comparisons: (1) the relative value of different areas at the same point in time; and (2) the relative value of the same areas at future points in time. By combining the two types of comparisons, the impacts of proposed or anticipated land-use and water-use changes on habitat can be quantified. In a similar manner, any mitigation needs (in terms of acreage) for the project can also be quantified, provided a mitigation plan has been developed for specific alternative mitigation sites.

A HEP application is based on the assumption that the value of a habitat for selected species or the value of a community can be described in a model which produces a Habitat Suitability Index (HSI). This HSI value (from 0.0 to 1.0) is multiplied by the area of available habitat to obtain Habitat Units (HUs). The HUs and Average Annual Habitat Units (AAHUs) over the life of the project are then used in the comparisons described above.

The reliability of a HEP application and the significance of HUs are directly dependent on the ability of the user to assign a well-defined and accurate HSI to the selected evaluation elements or communities. Also, a user must be able to identify and measure the area of each distinct habitat being utilized by fish and wildlife species within the project area. Both the HSIs and the habitat acreage must also be reasonably estimable at various future points in time. The HEP team, comprised of Corps, Reclamation and Service staff, determined that these HEP criteria could be met, or at least reasonably approximated, for the Folsom DS/FRD project. Thus HEP was considered an appropriate analytical tool to analyze impacts of the proposed project alternatives¹. Further the HEP team determined that HSI values for habitats impacted by the Folsom DS/FRD project would be taken from the American River Watershed Investigation, Folsom Bridge (Bridge) project, the American River Watershed Investigation Long-Term Evaluation (Long-Term) and the American River Watershed Investigation Folsom Dam Modification (MODS) project. HSI values for oak/grey pine woodland and seasonal wetland habitats were used from the data collected in Reach 1 and riparian woodland habitat HSI values were used from data collected in Reach 3 in 2005, from the Bridge project. Chaparral HSI values were taken from Long-Term data, collected in 2000 for the inundation impacts and the direct impacts for chaparral HSI values were taken from MODS data, collected in 2004, for the staging, borrow and construction use areas.

GENERAL HEP ASSUMPTIONS

Some general assumptions are necessary to use HEP and Habitat Suitability Index (HSI) Models in the impact assessment:

¹ For further information on HEP see ESM 100-104 which is available from the Service's Sacramento Fish and Wildlife Office.

Use of HEP:

1. HEP is the preferred method to evaluate the impacts of the proposed project on fish and/or wildlife resources.
2. HEP is a suitable methodology for quantifying project-induced impacts to fish and wildlife habitats.
3. Quality and quantity of fish and wildlife habitat can generally be numerically described using the indices derived from the HSI models and associated habitat units.
4. The HEP assessment is applicable to the habitat types being evaluated.

Use of HSI Models

5. HSI models are hypotheses based on available data.
6. HSI models are conceptual models and may not measure all ecological factors that affect the quality of a given cover-type for the evaluation species (e.g. vulnerability to predation). In some cases, assumptions may need to be made by the HEP Team and incorporated into the analysis to account for loss of those factors not reflected by the model.

The additional HEP field work for the project was completed by staff from the Service's Sacramento Fish and Wildlife Office, the Corps (Sacramento District) and Reclamation and occurred during May 2006 and included vegetation mapping around the Folsom Reservoir. Six cover-types would be permanently impacted by the project including oak woodland, oak savannah, blue oak/grey pine woodland, riparian woodland, seasonal wetland, annual grassland and other². These cover-types were mapped by the HEP Team on aerial photographs in the field then digitized into ArcGIS. Using the project footprint supplied by Reclamation and the Corps acreages were quantified using GIS. The cover-types and acreage affected by the proposed work is summarized in Table 2 and Table 3.

2. "Other" encompasses those areas which do not fall within the other cover-types such as gravel and paved roads, parking areas, buildings, bare ground, riprap, etc.

Table 2. Summary of Cover-Types, Acres Impacted, and Compensation Recommended for the Alternatives Compared to the Preferred Alternative for the Construction of the Folsom DS/FRD Project, California.

Folsom DS/FRD Project					
Alternative	3 (Preferred)	1	2	4	5
Cover-Type	Impacted Acres: Compensation Needed	Difference from the Preferred Alternative Impacted Acres	Difference from the Preferred Alternative Impacted Acres	Difference from the Preferred Alternative Impacted Acres	Difference from the Preferred Alternative Impacted Acres
Oak/grey pine woodland	52.4 : 64.5	0.39	0.39	0.70	-1.07
Riparian woodland	42.7 : 48.0	-0.28	-0.62	-0.15	-1.66
Chaparral	0.7 : 0.8	0	0	0	-0.21
Seasonal wetland	1.2 : 4.7	0	0	0	0
Total	97.0 : 117.9				

Table 3. Preliminary Summary of Cover-Types, Impacted Acres and Compensation Recommended for the Inundation and Construction at Dikes 1-3 of the Folsom Reservoir for the Folsom Dam Raise Alternatives 3.5, 4.0, 7.0, or 17 feet as part of the Folsom DS/FDR Project, California.

Folsom Dam Raise Alternatives				
	3.5-ft Raise (Preferred)	4-ft Raise	7-ft Raise	17-ft Raise
Cover Type	Impacted Acres: Compensation Needed	Impacted Acres: Compensation Needed	Impacted Acres: Compensation Needed	Impacted Acres: Compensation Needed
Oak/Grey Pine woodland	781.5 : 939.4	820.2 : 985.8	935.1 : 1,123.8	1,331.8 : 1,600.1
Riparian woodland*	45.47 : 0.02	48.68 : 0.02	56.5 : 0.02	48.68 : 0.02
Chaparral	32.2 : 34.1	34.3 : 36.3	40.8 : 43.2	34.3 : 36.3
Seasonal wetland*	0.58 : 0.0	0.58 : 0.0	0.58 : 0.0	0.58 : 0.0
Total	859.8 : 973.5	903.8 : 995.12	1,033 : 1,167	1,415.4 : 1,636.4

*No permanent impacts to riparian woodland and seasonal wetland are expected from the short inundation that would occur from a raise component of the Folsom DS/FDR project. Acres shown are from the construction at Dikes 1-3.

Eleven HSI models were used in this HEP application to quantify project impacts. A summary of the models applied for each cover-type is also included in Table 4. The western gray squirrel and plain titmouse models were selected to evaluate the oak woodland, and oak/grey pine woodland cover-types. These species were chosen because they utilize this cover-type for

Table 4. HEP Cover-types, proposed HSI models, and model variables for the Folsom DS/FDR Project, California.

COVER-TYPE	PROPOSED HEP	HSI MODEL VARIABLES
(1) Oak woodland	Western gray squirrel	V1 - Canopy closure of mast-producing species >5m tall V2 - Density of leaf litter layer V3 - Tree canopy cover V4 - Den site availability per acre
	Plain titmouse	V1 - Tree diameter V2 - Trees per acre V3 - % composition of tree species that are oaks
(2) Riparian woodland	Yellow warbler	V1 - % deciduous shrub crown cover V2 - Average height of deciduous shrub canopy V3 - % deciduous shrub canopy comprised of hydrophytic shrubs
	Northern oriole	V1 - Average height of deciduous tree shrub V2 - % deciduous tree crown cover V3 - Stand width
	Western fence lizard	V1 - % ground cover V2 - Average size of ground cover objects V3 - Structural diversity/interspersion V4 - % canopy cover
(3) Seasonal wetlands	Great egret (feeding)	V1 - Percentage of area with water 10-23 cm deep V2 - Percentage of submerged or emergent vegetation cover in zone 10-23 cm deep
	California vole	V1 - Height of herbaceous vegetation V2 - Percent cover of herbaceous vegetation V3 - Soil type V4 - Presence of logs and other types of cover
	Red-winged blackbird	V1 - Predominance of narrow or broadleaf monocots V2 - Water presence throughout the year V3 - Presence or absence of carp V4 - Presence or absence of damselflies or dragonflies V5 - Mix of herbaceous vegetation V6 - Suitability of foraging substrate
(4) Chaparral	Bobcat	V1 - % shrub cover V2 - % herbaceous cover V3 - degree of patchiness V4 - rock outcroppings
	Wrentit	V1 - % shrub cover V2 - % shrub cover ≤5 feet
	California thrasher	V1 - Presence of low shrub openings V2 - Shrub/seedling cover
(5) Annual grassland	No HEP proposed; disturbed areas will be reseeded after construction is complete.	

nesting and foraging. The western fence lizard, yellow warbler, and northern oriole models were chosen to evaluate the project impacts to the riparian woodland cover-type. These species were selected because the bird species utilize the riparian tree canopy provided by the cover-type for nesting and foraging. For analysis purposes these two cover types were treated as one because the same models were chosen by the HEP Team. The western fence lizard utilizes the ground component of the cover-type including rocks boulders, and downed wood for shelter and foraging.

The red-winged blackbird, great egret (feeding) and California vole models were selected for evaluating impacts to the seasonal wetland cover-type because these species forage, nest, or inhabit this cover-type.

The bobcat, wrentit and California thrasher models were selected for evaluating impacts to the chaparral cover-type because these species forage, nest, or inhabit this cover-type.

The annual grassland and “other” cover-types were not included in the HEP analysis because they do not currently provide significant habitat for wildlife species or the conditions (habitat values) after the completion of work are expected to be similar to pre-project conditions.

The cover-type designations and HSI models were also selected in part to be consistent with previous impact analyses completed for the American River Watershed Investigation Folsom Dam Modification project which is occurring concurrently with the Folsom Bridge project. More information on the HEP for those projects can be found in the Service’s Fish and Wildlife Coordination Act Report for those projects.

RESULTS AND DISCUSSION

This HEP analyzed the potential impacts of the proposed Folsom DS/FDR project. Impact areas were divided into five components to facilitate possible design changes and subsequent impact analyses as the planning process proceeds toward selection of a construction alternative. The components are: (1) the construction footprint of the spillway alternatives; (2) impacts associated with Safety of Dams construction at dikes 4 thru 8, both wing dams, and MIAD; (3) impacts from borrow and stockpile; (4) impacts associated with the Flood Damage Reduction construction as dikes 1 thru 3; and (5) the potential impacts to vegetation in the new reservoir inundation zone.

The HEP does not address potential impacts to aquatic resources at Folsom Reservoir during construction, nor are potential lower American River fishery impacts addressed for the construction period or subsequent reservoir operation.

Construction Impacts

The impacts and mitigation recommended for the Preferred Alternative for the Folsom DS/FDR project is summarized in Table 5. A specific compensation site was not analyzed in this HEP application. Instead a typical site was developed, and assumptions were made that the site would be an annual grassland area without existing woody vegetation for a baseline condition. For the riparian and seasonal wetland cover-types, a critical assumption was made that any site selected for compensation would require the appropriate hydrology to support these cover-types.

Folsom Reservoir Inundation

Between 811.74 and 1,323.35 acres could be affected by enlarging Folsom Dam, depending on which dam raise alternative is selected. Some of these lands are already developed or otherwise disturbed habitat which provides little or no value for wildlife species, and some support vegetation that is tolerant of flooding. Table 5 summarizes the acreages of each habitat which provides value for wildlife and is expected to receive inundation over the life of the project. Inundation effects around Folsom Reservoir would occur in large part by the frequency, timing, and duration of flooding. Studies to date indicate that predicting the effects of inundation on vegetation is not straightforward. The raising of Folsom Dam would have potential for at least two significant impacts on vegetation: (1) changes in vegetation composition caused by inundation affecting survival and reproduction of vegetation within the zone between current and proposed maximum reservoir levels; and (2) effects of inundation on soil erosion and slippage, especially on steep slopes as are found along the upper reservoir and the forks of the American River.

The vegetation types exposed to flooding are not, in general, highly tolerant of flooding. With the exception of riparian and riverine habitats, natural flooding does not occur in the areas which would be flooded by raising Folsom Dam. Studies of the effects of inundation on blue oaks (1975 *in* USFWS 1980; MWA-JSA 1994) have found that blue oaks can survive some flooding, but may be sensitive to periods of inundation of as little as 7 days. It is not clear from these studies, however, at what time of year flooding occurred, and the ability of vegetation to tolerate inundation depends on the time of year. For example, deciduous trees, such as oaks, tend to be much more sensitive to flooding during their period of active growth (i.e., in the spring), while winter-dormant plants appear to be more tolerant of flooding (USFWS 1980). Folsom Reservoir can reasonably be expected to fill during a major spring flood event, when oaks are actively growing. The absence of blue oaks within the current inundation zone of Folsom Reservoir and other foothill impoundments indicate that blue oaks cannot tolerate the flooding regime existing there. Further, evergreen species, including grey pines and live oaks, occur commonly around the reservoir, and tend to be more sensitive to inundation than deciduous trees such as blue oaks (MWA-JSA 1994).

The other factor which could affect vegetation is erosion of the saturated soil in the new inundation area during a flood event from the water being drawn down or wind driven wave wash during a major storm event. Slopes in the Folsom Reservoir area are generally between 5 and 25% (USACE 2001). Slopes in the Mooney Ridge area in the northwestern corner of the

Table 5. **Alternative 3, Preferred-** Summary of Cover-Types, Acres Impacted, Net Change in Average Annual Habitat Units With- and Without-Project, and Compensation Recommended for the Direct Impacts and Inundation Impacts of Construction and Raise of the Folsom DS/FDR Project, California.

Folsom Dam Auxiliary Spillway and Dike Construction						
	Cover-Type	Acres Impacted	AAHUs W/O Project	AAHUs W/ Project	Net Change in AAHUs	Compensation Needed
Construction, Haul Rds, Borrow & Stockpile	Oak - grey pine woodland	35.29	0.07	16.23	-16.16	42.37
	Riparian woodland	39.08	0.13	30.09	-19.96	43.88
	Seasonal wetland	0.89	0.00	0.18	-0.18	3.56
	Chaparral	0.26	0.04	0.15	-0.10	0.27
Dikes 4-8, Wing Dams & MIAD	Oak - grey pine woodland	16.04	7.38	0.04	-7.34	20.75
	Riparian woodland	1.93	1.49	0.01	-1.48	2.19
	Seasonal wetland	0.28	0.06	0.00	-0.06	1.12
	Chaparral	0.26	0.15	0.04	-0.10	0.28
Spillway (Six-Gate)	Oak - grey pine woodland	1.07	0.49	0.00	-0.49	1.38
	Riparian woodland	1.66	1.28	0.01	-1.27	1.88
	Seasonal wetland	0	0	0	0	0
	Chaparral	0.21	0.12	0.03	-0.08	0.22
Raise- 0 feet (Inundation)	Oak - grey pine woodland	773.08	355.62	1.57	-354.04	928.23
	Riparian woodland	45.45	35.00	35.00	0.00	0
	Seasonal wetland	0.58	0.12	0.12	0.00	0
	Chaparral	32.22	23.20	5.24	-17.96	34.08
³Dikes 1-3 Raise	Oak - grey pine woodland	8.46	3.89	0.02	-3.87	11.16
	Riparian woodland	0.02	0.02	0.54	-0.02	0.02
	Seasonal wetland	0	0	0	0	0
	Chaparral	0	0	0	0	0

³ Construction at Dike 1-3 is dependent on the implementation of the raise component of the Folsom DS/FDR project. Impact acres for this component are preliminary in this document.

reservoir and the shoreline just west of the South Fork of the American River exceed 30% (USACE 2001). It is likely that during a major flood event some, or all, of the soil on steep slopes would experience some erosion. The extent of erosion and its effect on vegetation would be difficult to predict.

Assuming a worst case scenario that over the life of the project all of the existing vegetation (except riparian and seasonal wetlands) in the inundation zone would be lost, a mitigation need was developed for each cover-type using the HEP results. Statistically, there is a relatively small chance of complete inundation coupled with total loss of vegetation. However, it is reasonable to expect some impacts, especially at the lower zones due to the potential for more frequent inundation, over the life of the project.

Given the uncertainties on effects of inundation on vegetation and soil erosion, the HEP Team decided to recommend that a monitoring and adaptive management program be developed to monitor vegetation around the reservoir over the life of the project. Baseline conditions would be managed and updated at intervals (10 years). After major flood events (those which encroach above the existing maximum flood pool elevation), vegetation would be surveyed and damages attributable to inundation would be mitigated as deemed appropriate using the best management practices at the time (replanting on site would be the first priority).

DATA ANALYSIS AND ASSUMPTIONS

FOLSOM BRIDGE PROJECT

REACH 1 EAST NATOMA STREET TO PARKING LOT NEAR SOUTH END OF DAM

PA 1 - Future Without Project (Impact Area)

OAK WOODLAND

WESTERN GRAY SQUIRREL

TY 0 - Baseline (measured)

V1 - % canopy closure of trees and shrubs that produce hard mast (65%)

V2 - Density of leaf litter layer (M)

V3 - % tree cover (61%)

V4 - Den site availability (53)

$$\text{HSI Food} = (V1 \times V2)^{1/2}$$

$$\text{HSI Cover/Reproduction} = (V3 \times V4)^{1/2}$$

$$\text{HSI} = 0.46 \text{ (lowest of values)}$$

TY 1

V1 - no change from TY 0

V2 - no change from TY 0

V3 - no change from TY 0

V4 - no change from TY 0

$$\text{HSI} = 0.46$$

TY 60

V1 - no change from TY 1

V2 - no change from TY 1

V3 - no change from TY 1

V4 - no change from TY 1

$$\text{HSI} = 0.46$$

PLAIN TITMOUSE

TY 0 - Baseline (measured)

V1 - dbh

V2 - Number trees/acre

V3 - % trees that are oaks

$$\text{HSI} = \frac{V1 + V2 + V3}{3}$$

$$\text{HSI} = 0.65$$

TY 1

V1 - no change from TY 0

V2 - no change from TY 0

V3 - no change from TY 0

$$\text{HSI} = 0.65$$

MP 1 - Management Area - Future Without Project (Compensation Site)

Assume: 1. Annual grassland area selected for conversion to oak woodland.

WESTERN GRAY SQUIRREL

TY 0 - Baseline (estimated)

V1 - % canopy closure of trees and shrubs that produce hard mast (no trees) SI = 0
V2 - Density of leaf litter (low) SI = 0.2
V3 - Den site availability (no trees) SI = 0

$$\begin{aligned} \text{HSI Food} &= (V1 \times V2)^{1/2} & \text{HSI Cover/Reproduction} &= (V3 \times V4)^{1/2} \\ &= (0 \times 0.2)^{1/2} & &= (0 \times 0)^{1/2} \\ &= 0 & &= 0 \end{aligned}$$

HSI = 0

TY 1 - V1 - no change from TY 0
V2 - no change from TY 0
V3 - no change from TY 0
V4 - no change from TY 0

HSI = 0

TY 15 - no change from TY 1 HSI = 0
TY 60 - no change from TY 15
TY 100- no change from TY TY60

PLAIN TITMOUSE

TY 0 - Baseline (estimated)

V1 - dbh (0) SI = 0.2
V2 - Number trees/acre (0) SI = 0
V3 - % trees that are oaks (0) SI = 0

$$\text{HSI} = \frac{V1 + V2 + V3}{3} = \frac{0.2 + 0 + 0}{3} = .06$$

TY 1 - V1 - no change from TY 0
V2 - no change from TY 0
V3 - no change from TY 0

HSI = .06

TY 15 - no change from TY 1 HSI = .06
TY 60 - no change from TY 15 HSI = .06
TY 100- no change from TY 60

MP 2 - Management Area - Future With Project (Compensation Site)

Assume:

1. Acquire lands (currently annual grasslands)
2. Annual grassland area prepared for planting in TY 1 , provide access and maintenance roads
3. Plant 100% blue and live oak trees (4"x4"x14" tree pots) at a density of 400 trees/acre and cover crop
4. Moderate management intensity (assume 1.5 inches dbh after 10 yrs; 90 percent survival).
5. Watering, weed, pest control for minimum of 3 years and remedial actions as necessary to ensure plant establishment.
6. Assume maximum growth rate of 12"/year
7. Develop O&M manual
8. TY 51 values equal values measured for impact zone

WESTERN GRAY SQUIRREL

TY 0 - Baseline (estimated) HSI = 0

TY 1 -	V1 - tree species planted /no mast	SI = 0
	V2 - low	SI = 0.2
	V3 - 0 (no trees)	SI = 0
	V4 - 0 (no trees)	SI = 0

HSI = 0

TY 15 -	V1 - oak trees reach 16ft. high 8%	SI = 0.15
	V2 - low	SI = 0.2
	V3 - 8%	SI = 0.15
	V4 - 0	SI = 0

$$\begin{aligned} \text{HSI Food} &= (V1 \times V2)^{1/2} \\ &= (0.15 \times 0.2)^{1/2} \\ &= .17 \end{aligned}$$

$$\begin{aligned} \text{HSI Cover/Reproduction} &= (V3 \times V4)^{1/2} \\ &= (0.15 \times 0)^{1/2} \\ &= 0 \end{aligned}$$

HSI = 0

TY60	V1 - 40%	SI = 0.8
	V2 - medium	SI = 0.8
	V3 - 53%	SI = 1.0
	V4 - 24/ac	SI = 1.0

$$\begin{aligned} \text{HSI Food} &= (V1 \times V2)^{1/2} \\ &= (0.8 \times 0.2)^{1/2} \\ &= 0.40 \end{aligned}$$

$$\begin{aligned} \text{HSI Cover/Reproduction} &= (V3 \times V4)^{1/2} \\ &= (1.0 \times 1.0)^{1/2} \\ &= 1.0 \end{aligned}$$

HSI = 0.40

TY 100	V1 - 60%	SI = 1.0
	V2 - high	SI = 1.0
	V3 - 53%	SI = 1.0
	V4 - 24/ac	SI = 1.0

$$\begin{aligned} \text{HSI Food} &= (V1 \times V2)^{1/2} \\ &= (1.0 \times 1.0)^{1/2} \\ &= 1.0 \end{aligned}$$

$$\begin{aligned} \text{HSI Cover/Reproduction} &= (V3 \times V4)^{1/2} \\ &= (1.0 \times 1.0)^{1/2} \\ &= 1.0 \end{aligned}$$

HSI = 1.0

PLAIN TITMOUSE

TY 0 - Baseline (estimated)

$$\text{HSI} = .06$$

TY 1 -	V1 - tree species planted (oak) (0 dbh)	SI = 0.2
	V2 - 400 (100% \leq 16 ft tall; no trees)	SI = 0
	V3 - 100% (no trees)	SI = 0

$$\text{HSI} = \frac{\text{V1} + \text{V2} + \text{V3}}{3} = \frac{0.2 + 0 + 0}{3} = 0.06$$

TY 15 -	V1 - oak trees reach 16 ft. high (dbh = 1.75)	SI = 0.2
	V2 - \geq 100 tree/ac	SI = 1.0
	V3 - 100%	SI = 1.0

$$\text{HSI} = \frac{0.2 + 1.0 + 1.0}{3} = 0.73$$

TY 60 -	V1 - 13 dbh	SI = 0.6
	V2 - \geq 100 tree/ac	SI = 1.0
	V3 - 100%	SI = 1.0

$$\text{HSI} = \frac{0.6 + 1.0 + 1.0}{3} = 0.86$$

TY 100- no change from TY60

PA 1 - Future Without Project (Impact Area)

SEASONAL WETLAND

GREAT EGRET

TY 0 – Baseline (measured)

V1 - % area with water 4-9 inches deep

V2 - % of substrate in zone 4-9 inches deep with sub- and emergent vegetation

$$HSI = \frac{V1 + V2}{2} = 0.23$$

TY 1 – no change from baseline HSI = 0.23

TY 60 – no change from baseline HSI = 0.23

TY 100- no change from baseline

RED-WINGED BLACKBIRD

TY 0 – Baseline (measured)

V6 quality of foraging areas within 620 feet of suitable nest areas

Condition C wetland $HSI = (0.1 \times V6)^{1/2} = 0.2$

TY 1 – no change from baseline HSI = 0.2

TY 60 – no change from baseline HSI = 0.2

TY 100 – no change from baseline

CALIFORNIA VOLE

TY 0 – Baseline (measured)

V1 – Height herbaceous vegetation

V2 - % herbaceous cover

V3 – Soil type

$$HSI = \frac{V1 + V2 + V3}{3} = 0.76$$

TY 1 – no change from baseline HSI = 0.76

TY 60 – no change from baseline HSI = 0.76

TY 100- no change from baseline

PA 2 - Future With Project (Impact Area)

- Assume: 1. All vegetation removed from temporary and permanent impact zones in year 1
2. temporary easement areas will not be replanted with woody vegetation
3. existing drainages culverted under roads

GREAT EGRET

TY 0 – Baseline (measured)

V1 - % area with water 4-9 inches deep

V2 - % of substrate in zone 4-9 inches deep with sub- and emergent vegetation

$$HSI = \frac{V1 + V2}{2} = 0.23$$

TY 1 – V1 – 0

SI = 0

V2 - 0

SI = 0.1

$$HSI = \frac{0 + 0.1}{2} = 0.05$$

TY 60 – no change from TY 1 HSI = 0.05

TY 100 no change from TY60

RED-WINGED BLACKBIRD

TY 0 – Baseline (measured)

V6 quality of foraging areas within 620 feet of suitable nest areas

Condition C wetland $HSI = (0.1 \times V6)^{\frac{1}{2}} = 0.2$

TY 1 – no change from baseline HSI = 0

TY 60 – no change from baseline TY 1 HSI = 0

TY 100 – no change from baseline

CALIFORNIA VOLE

TY 0 – Baseline (measured)

V1 – Height herbaceous vegetation

V2 - % herbaceous cover

V3 – Soil type

$$HSI = \frac{V1 + V2 + V3}{3} = 0.76$$

TY 1 - no change from TY 0
 TY 4 - no change from TY 1
 TY 60 - no change from TY 4
 TY 100 - no change from TY 60

MP 2 - Future With Project (Compensation Site)

- Assumption:
1. Acquire annual grassland area
 2. Portion of wetland area will have permanent water
 3. Wetland will be designed to provide equal mix of open water and emergent vegetation
 4. Carp will not be stocked
 5. Site baseline is a Condition C wetland.
 6. Site is minimum of 1-acre in size and access and maintenance roads are provided.
 7. 40% of area designed for summer conditions of water 4-9 in deep
 8. Plant appropriate wetland plant species, provide pest control and maintenance as needed for minimum of 3 years or until wetland is established.
 9. Cover crop planted on all disturbed non-wetland areas.

GREAT EGRET

TY 0 - Baseline (estimated)

V1 - % of area with water 4-9 inches deep (0) SI = 0
 V2 - % of area with water 4-9 deep with emergent/submergent vegetation SI = 0.1

$$HSI = \frac{V1 + V2}{2} = \frac{0 + 0.1}{2} = .05$$

TY 1 - V1 - 40% SI = 0.4
 V2 - 5% SI = 0.2

$$HSI = \frac{0.4 + 0.2}{2} = \frac{0.6}{2} = .30$$

TY 4 - V1 - 40% SI = 0.4
 V2 - 40% - 60% SI = 1.0

$$HSI = \frac{0.4 + 1.0}{2} = .70$$

TY 60 - no change from TY 4 HSI = .70
 TY 100 no change from TY 60

CALIFORNIA VOLE

TY 0 - Baseline (estimated)

V1 - Height of herbaceous vegetation (≥ 6 in.) SI = 1.0
 V2 - % cover of herbaceous vegetation (80%) SI = 0.7
 V3 - soil type (mod friable) SI = 0.5

$$HSI = \frac{V1 + V2 + V3}{3} = \frac{1.0 + 0.7 + 0.5}{3} = .73$$

TY 1 - V1 - \geq 6 in SI = 1.0
 V2 - 90% SI = 0.85
 V3 - no change fro baseline SI = 0.5

$$HSI = \frac{1.0 + 0.85 + 0.5}{3} = .78$$

TY 4 - V1 - no change from TY 1 SI = 1.0
 V2 - 100% SI = 0
 V3 - no change from TY 1 SI = 0.5

$$HSI = \frac{1.0 + 0.85 + 0.5}{3} = .78$$

TY 60- no change from TY 4
 TY 100 -no change from TY 60

RED-WINGED BLACKBIRD

TY 0 - Baseline (estimated) - upland area unsuitable for species

$$HSI = 0$$

TY 1 - V1 - Emergent vegetation is old/new growth monocot (other) SI = 0.1
 V2 - Water present throughout year (yes) SI = 1.0
 V3 - Carp presence (absent) SI = 1.0
 V4 - larvae of dragonflies/damselflies presence (yes) SI = 1.0
 V5 - vegetation density (sparse first year) SI = 0.1

$$HSI = (V1 + V2 + V3 + V4 + V5)^{\frac{1}{2}} = (0.1 \times 1.0 \times 1.0 \times 1.0 \times 0.1)^{\frac{1}{2}} = 0.1$$

TY 4 - V1 - old/new growth monocots SI = 1.0
 V2 - no change SI = 1.0
 V3 - no change SI = 1.0
 V4 - no change SI = 1.0
 V5 - 50% SI = 1.0

$$HSI = (1.0 \times 1.0 \times 1.0 \times 1.0 \times 1.0)^{\frac{1}{2}} = 1.0$$

TY 60 - no change from TY 4 HSI = 1.0
 TY 100- no change from TY 60

**AMERICAN RIVER WATERSHED INVESTIGATION
FOLSOM BRIDGE PROJECT**

REACH 3 - FOLSOM PRISON ACCESS ROAD TO SOUTH END OF BRIDGE

RIPARIAN

YELLOW WARBLER

TY 0 – Baseline (measured)

V1 - % deciduous shrub crown cover

V2 - average height of deciduous shrub canopy

V3 - % deciduous shrub canopy comprised of hydrophytic shrubs

$$HSI = (V1 \times V2 \times V3)^{1/3}$$

TY 1 – no change from baseline HSI = 0.22

TY 60 – no change from baseline HSI = 0.22

TY 100 – no change from baseline

NORTHERN ORIOLE

TY 0 – Baseline (measured)

V1 - average height of deciduous tree canopy

V2 - % deciduous tree crown cover

V3 – stand width

$$HSI = (V1 \times V2 \times V3)^{1/3}$$

TY 1 – no change from baseline HSI = 0.77

TY 58 – no change from baseline HSI = 0.77

TY 100 – no change from baseline

WESTERN FENCE LIZARD

TY 0 – Baseline (measured)

V1 - % ground cover

V2 - average size of ground cover objects

V3 - structural diversity/interspersion

V4 - % canopy cover

$$CI = (2V1 \times V2 \times V3)^{1/3}$$

$$TI = (V1 \times V4)^{1/2}$$

$$HSI = (CI \times TI)^{1/2} = 0.63 \text{ (average of transects)}$$

TY 1 – no change from baseline HSI = 0.63

TY 60 – no change from baseline HSI = 0.63

TY 100 – no change from baseline

PA 2 - Future With Project (Impact Area)

- Assume: 1. All vegetation removed from temporary and permanent impact zones in year 1.
2. Temporary easement areas will not be replanted with woody vegetation.

YELLOW WARBLER

TY 0 – Baseline (measured)

V1 - % deciduous shrub crown cover

V2 - average height of deciduous shrub canopy

V3 - % deciduous shrub canopy comprised of hydrophytic shrubs

$$HSI = (V1 \times V2 \times V3)^{1/3}$$

TY 1 – V1 – no shrubs	SI = 0
V2 – no shrubs	SI = 0
V3 - no shrubs	SI = 0

$$HSI = (V1 \times V2 \times V3)^{1/3} = 0$$

TY 60 – V1 – no shrubs	SI = 0
V2 – no shrubs	SI = 0
V3 - no shrubs	SI = 0

$$HSI = (V1 \times V2 \times V3)^{1/3} = 0$$

TY 100- no change from TY 60

NORTHERN ORIOLE

TY 0 – Baseline (measured)

V1 - average height of deciduous tree canopy

V2 - % deciduous tree crown cover

V3 – stand width

$$HSI = (V1 \times V2 \times V3)^{1/3}$$

TY 1 - V1 – no trees	SI = 0
V2 – no trees	SI = 0
V3 – no trees	SI = 0

$$HSI = (V1 \times V2 \times V3)^{1/3} = 0$$

TY 60 – V1 – no trees	SI = 0
V2 – no trees	SI = 0
V3 – no trees	SI = 0

$$HSI = (V1 \times V2 \times V3)^{1/3} = 0$$

TY100 - no change from TY 60

WESTERN FENCE LIZARD

TY 0 – Baseline (measured)

V1 - % ground cover
 V2 - average size of ground cover objects
 V3 - structural diversity/interspersion
 V4 - % canopy cover

$$CI = (2V1 \times V2 \times V3)^{1/3}$$

$$TI = (V1 \times V4)^{1/2}$$

$$HSI = (CI \times TI)^{1/2} = 0.63 \text{ (average of transects)}$$

TY 1 – V1 – no ground cover	SI = 0
V2 – no cover objects	SI = 0
V3 – A	SI = 0.1
V4 – no canopy cover	SI = 1.0

$$CI = (2V1 \times V2 \times V3)^{1/3} = 0$$

$$TI = (V1 \times V4)^{1/2} = 0$$

$$HSI = (CI \times TI)^{1/2} = 0$$

TY 60 – no change from TY 1
 TY100 - no change from TY 60

MP 1 – Management Area – Future Without the Project (Compensation Site)

Assume: 1. Existing riparian river bank upstream of Rossmoor Bar can be enhanced by planting riparian species (south side of river).

YELLOW WARBLER

TY 0 – Baseline (measured)

V1 - % deciduous shrub crown cover (0)	SI = 0
V2 - average height of deciduous shrub canopy (5 ft)	SI = 0.82
V3 - % deciduous shrub canopy comprised of hydrophytic shrubs (0)	SI = 0

$$HSI = (V1 \times V2 \times V3)^{1/3} = 0$$

TY 1 – no change from baseline	HSI = 0
TY 15 – no change from baseline	HSI = 0
TY 30 – no change from baseline	HSI = 0
TY 60 – no change from baseline	HSI = 0
TY100 - no change from TY 60	

NORTHERN ORIOLE

TY 0 – Baseline (measured)

V1 - average height of deciduous tree canopy (27 ft)	SI = 0.77
V2 - % deciduous tree crown cover (0)	SI = 0
V3 – stand width (1)	SI = 0.2

$$HSI = (V1 \times V2 \times V3)^{1/3} = 0$$

TY 1 – no change from baseline	HSI = 0
TY 15 – no change from baseline	HSI = 0
TY 30 – no change from baseline	HSI = 0
TY 60 – no change from baseline	HSI = 0
TY100 - no change from TY 60	

WESTERN FENCE LIZARD

TY 0 – Baseline (measured)

V1 - % ground cover (0)	SI = 0
V2 - average size of ground cover objects (< 1 ft)	SI = 0.2
V3 - structural diversity/interspersion (A)	SI = 0.1
V4 - % canopy cover (0)	SI = 1.0

$$CI = (2V1 \times V2 \times V3)^{1/3} = 0$$

$$TI = (V1 \times V4)^{1/2} = 0$$

$$HSI = (CI \times TI)^{1/2} = 0$$

TY 1 – no change from baseline	HSI = 0
TY 15 – no change from baseline	HSI = 0
TY 30 – no change from baseline	HSI = 0
TY 60 – no change from baseline	HSI = 0
TY100 - no change from TY 60	

MP 2 – Management Area – Future With Project (Compensation Site)

Assume:

1. Acquire lands.
2. Watering, weed and pest management for a minimum of 3 years and remedial actions as necessary to ensure plant establishment.
3. Willow species and cottonwoods (80% of woody plantings will be planted near the mean summer water surface elevation and less water tolerant plants (oaks, etc) will be planted higher on the bank.
4. The site will extend no more than 25 feet up the bank from mean summer water surface elevation
5. Assume average growth rate of 24 inches/year for willows and cottonwood trees..

YELLOW WARBLER

TY 0 – Baseline (measured)

V1 - % deciduous shrub crown cover (0)	SI = 0
V2 - average height of deciduous shrub canopy (5 ft)	SI = 0.82
V3 - % deciduous shrub canopy comprised of hydrophytic shrubs (0)	SI = 0

$$HSI = (V1 \times V2 \times V3)^{1/3} = 0$$

TY 1 – V1 - % deciduous shrub crown cover (5%)	SI = 0.15
V2 - average height of deciduous shrub canopy (1 ft)	SI = 0.17
V3 - % deciduous shrub canopy comprised of hydrophytic shrubs (80%)	SI = 0.80

$$HSI = (0.15 \times 0.17 \times 0.80)^{1/3} = 0.14$$

TY 15 – V1 - % deciduous shrub crown cover (75%)	SI = 1.0
V2 - average height of deciduous shrub canopy (5ft)	SI = 0.82
V3 - % deciduous shrub canopy comprised of hydrophytic shrubs (80%)	SI = 0.80

$$HSI = (1.0 \times 0.82 \times 0.80)^{1/3} = 0.81$$

TY 30 – V1 - % deciduous shrub crown cover (75%)	SI = 1.0
V2 - average height of deciduous shrub canopy (5ft)	SI = 0.82
V3 - % deciduous shrub canopy comprised of hydrophytic shrubs (80%)	SI = 0.80

$$HSI = (1.0 \times 0.82 \times 0.80)^{1/3} = 0.81$$

TY 60 – no change from TY 30

TY100 - no change from TY 60

NORTHERN ORIOLE

TY 0 – Baseline (measured)

V1 - average height of deciduous tree canopy (27 ft)	SI = 0.77
V2 - % deciduous tree crown cover (0)	SI = 0
V3 – stand width (1)	SI = 0.2

$HSI = (V1 \times V2 \times V3)^{1/3} = 0$
 TY 1 – V1 - average height of deciduous tree canopy (27 ft) SI = 0.77
 V2 - % deciduous tree crown cover (0) SI = 0
 V3 – stand width (< 300 ft) SI = 0.5

$HSI = (V1 \times V2 \times V3)^{1/3} = 0$

TY 15 – V1 - average height of deciduous tree canopy (16 ft) SI = 0.77
 V2 - % deciduous tree crown cover (25%) SI = 1.0
 V3 – stand width (< 300 ft) SI = 0.5

$HSI = (0.77 \times 1.0 \times 0.5)^{1/3} = 0.54$

TY 30 – V1 - average height of deciduous tree canopy (40 ft) SI = 1.0
 V2 - % deciduous tree crown cover (50%) SI = 1.0
 V3 – stand width (< 300 ft) SI = 0.5

$HSI = (1.0 \times 1.0 \times 0.5)^{1/3} = 0.79$

TY 60 - V1 - average height of deciduous tree canopy (>40 ft) SI = 1.0
 V2 - % deciduous tree crown cover (75%) SI = 0.9
 V3 – stand width (< 300 ft) SI = 0.5

$HSI = (1.0 \times 0.9 \times 0.5)^{1/3} = 0.77$

TY 100- no change from TY 60

WESTERN FENCE LIZARD

TY 0 – Baseline (measured)

 V1 - % ground cover (0) SI = 0
 V2 - average size of ground cover objects (< 1 ft) SI = 0.2
 V3 - structural diversity/interspersion (A) SI = 0.1
 V4 - % canopy cover (0) SI = 1.0

$CI = (2V1 \times V2 \times V3)^{1/3} = 0$

$TI = (V1 \times V4)^{1/2} = 0$

$HSI = (CI \times TI)^{1/2} = 0$

TY 1 – V1 - % ground cover (0) SI = 0
 V2 - average size of ground cover objects (< 1 ft) SI = 0.2
 V3 - structural diversity/interspersion (A) SI = 0.1
 V4 - % canopy cover (0) SI = 1.0

$CI = (2V1 \times V2 \times V3)^{1/3} = 0$

$TI = (V1 \times V4)^{1/2} = 0$

$HSI = (CI \times TI)^{1/2} = 0$

TY 15 – V1 - % ground cover (5%)	SI = 0
V2 - average size of ground cover objects (≤ 1 ft)	SI = 0.2
V3 - structural diversity/interspersion (A)	SI = 0.1
V4 - % canopy cover (40%)	SI = 1.0

$$CI = (2V1 \times V2 \times V3)^{1/3} = 0$$

$$TI = (V1 \times V4)^{1/2} = 0$$

$$HSI = (CI \times TI)^{1/2} = 0$$

TY 30 – V1 - % ground cover (25%)	SI = 1.0
V2 - average size of ground cover objects (2 ft)	SI = 0.8
V3 - structural diversity/interspersion (C)	SI = 1.0
V4 - % canopy cover (75%)	SI = 0.33

$$CI = (2V1 \times V2 \times V3)^{1/3} = 1.16 (1.0)$$

$$TI = (V1 \times V4)^{1/2} = 0.57$$

$$HSI = (CI \times TI)^{1/2} = 0.75$$

TY 60 – V1 - % ground cover (50%)	SI = 1.0
V2 - average size of ground cover objects (2 ft)	SI = 0.8
V3 - structural diversity/interspersion (C)	SI = 1.0
V4 - % canopy cover (75%)	SI = 0.33

$$CI = (2V1 \times V2 \times V3)^{1/3} = 1.16 (1.0)$$

$$TI = (V1 \times V4)^{1/2} = 0.57$$

$$HSI = (CI \times TI)^{1/2} = 0.75$$

TY100 - no change from TY 60

**AMERICAN RIVER WATERSHED INVESTIGATION
FOLSOM DAM OUTLET MODIFICATION PROJECT**

PA 1 - Future Without Project (Impact Area)

CHAPARRAL

BOBCAT

TY 0 – Baseline (measured)

- V1 - % shrub cover
- V2 - % herbaceous cover
- V3 - degree of patchiness
- V4 – rock outcroppings

$$HSI = \frac{V1 + V2 + V3 + 2V4}{5} = 0.56$$

- TY 1 V1 – no change from TY 0
 V2 - no change from TY 0
 V3 - no change from TY 0
 V4 – no change from TY 0

$$HSI = 0.56$$

- TY 60 V1 – no change from TY 1
 V2 - no change from TY 1
 V3 - no change from TY 1
 V4 – no change from TY 1

$$HSI = 0.56$$

TY100 - no change from TY 60

WRENTIT

TY 0 – Baseline (measured)

- V1 - % shrub cover
 - V2 - % shrub cover ≤ 5 feet(19%)
- $$HSI = (V1 \times V2)^{\frac{1}{2}} = 0.34$$

- TY 1 V1 – no change from TY 0
 V2 - no change from TY 0
 HSI = $(V1 \times V2)^{\frac{1}{2}} = 0.34$

- TY 60 V1 – no change from TY 1
 V2 - no change from TY 1

$$HSI = (V1 \times V2)^{1/2} = 0.34$$

TY100 - no change from TY 60

CALIFORNIA THRASHER

TY 0 – Baseline (measured)

V1 – Presence of low shrub openings SI=1.0
 V2 - Shrub/seedling cover SI=1.0

$$HSI = (V1 \times V2^2)^{1/3} = 1.0$$

TY 1 - V1 – no change from TY 0
 V2 - no change from TY 0

TY 60- V1 – no change from TY 1
 V2 - no change from TY 1

TY100 - no change from TY 60

PA 2 - Future With Project (Impact Area)

- Assume: 1. All vegetation removed from temporary and permanent impact zones in year 1
 2. Temporary easement areas will not be replanted with woody vegetation

BOBCAT

TY 0 – Baseline (measured)

V1 - % shrub cover
 V2 - % herbaceous cover
 V3 - degree of patchiness
 V4 – rock outcroppings

$$HSI = \frac{V1 + V2 + V3 + 2V4}{5} = 0.56$$

TY 1 V1 – no shrub cover SI = 0.2
 V2 - no herbaceous cover SI = 0.2
 V3 – patchiness (1) SI = 0.2
 V4 – no rock outcroppings SI = 0.1

$$HSI = \frac{0.2 + 0.2 + 0.2 + 0.2}{5} = 0.16$$

TY 60 V1 – no change from TY 1
 V2 - no change from TY 1
 V3 - no change from TY 1

V4 – no change from TY 1

$$HSI = 0.16$$

TY100 - no change from TY 60

WRENTIT

TY 0 - V1 - % shrub cover
V2 - % shrub cover \leq 5 feet

$$HSI = (V1 \times V2)^{\frac{1}{2}} = 0.34$$

TY 1 V1 – no shrub cover SI = 0
V2 - no shrubs SI = 0

$$HSI = (0 \times 0)^{\frac{1}{2}} = 0$$

TY 60 V1 – no change from TY 1
V2 - no change from TY 1

$$HSI = 0$$

TY100 - no change from TY 60

CALIFORNIA THRASHER

TY 0 – Baseline (measured)

V1 – Presence of low shrub openings
V2 - Shrub/seedling cover

$$HSI = (V1 \times V2^2)^{\frac{1}{3}} = 0.34$$

TY 1 - V1 – no shrubs SI = 0
V2 - no shrubs/seedlings SI = 0

$$HSI = (0 \times 0^2)^{\frac{1}{3}} = 0$$

TY 60- V1 – no change from TY 1
V2 - no change from TY 1

TY100 - no change from TY 60

PA 3 - Future Without Project (Inundation Area)

CHAPARRAL

BOBCAT

TY 0 – Baseline (measured)

V1 - % shrub cover	SI=1.0
V2 - % herbaceous cover	SI=0.98
V3 - degree of patchiness	SI= 0.6
V4 – rock outcroppings	SI=1.0

$$HSI = \frac{V1 + V2 + V3 + 2V4}{5} = 0.72$$

TY 1 V1 – no change from TY 0
V2 - no change from TY 0
V3 - no change from TY 0
V4 – no change from TY 0

$$HSI = 0.72$$

TY 60 V1 – no change from TY 1
V2 - no change from TY 1
V3 - no change from TY 1
V4 – no change from TY 1

$$HSI = 0.72$$

TY100 - no change from TY 60

WRENTIT

TY 0 – Baseline (measured)

V1 - % shrub cover	SI=0.40
V2 - % shrub cover ≤ 5 feet(19%)	SI=0.09

$$HSI = (V1 \times V2)^{\frac{1}{2}} = 0.19$$

TY 1 V1 – no change from TY 0
V2 - no change from TY 0

$$HSI = (V1 \times V2)^{\frac{1}{2}} = 0.19$$

TY 60 V1 – no change from TY 1
V2 - no change from TY 1

$$HSI = (V1 \times V2)^{\frac{1}{2}} = 0.19$$

TY100 - no change from TY 60

CALIFORNIA THRASHER

TY 0 – Baseline (measured)

V1 – Presence of low shrub openings SI=1.0
V2 - Shrub/seedling cover SI=1.0

$$HSI = (V1 \times V2^2)^{1/3} = 1.0$$

TY 1 - V1 – no change from TY 0
V2 - no change from TY 0

TY 60- V1 – no change from TY 1
V2 - no change from TY 1

TY100 - no change from TY 60

PA 4 - Future With Project (Inundation Area)

- Assume: 1. All vegetation removed from temporary and permanent impact zones in year 1
- 2. Temporary easement areas will not be replanted with woody vegetation

BOBCAT

TY 0 – Baseline (measured)

V1 - % shrub cover SI=1.0
V2 - % herbaceous cover SI=0.98
V3 - degree of patchiness SI=0.6
V4 – rock outcroppings SI=1.0

$$HSI = \frac{V1 + V2 + V3 + 2V4}{5} = 0.72$$

TY 1 V1 – no shrub cover SI = 0.2
V2 - no herbaceous cover SI = 0.2
V3 – patchiness (1) SI = 0.2
V4 – no rock outcroppings SI = 0.1

$$HSI = \frac{0.2 + 0.2 + 0.2 + 0.2}{5} = 0.16$$

TY 60 V1 – no change from TY 1
V2 - no change from TY 1
V3 - no change from TY 1
V4 – no change from TY 1

$$HSI = 0.16$$

TY100 - no change from TY 60

WRENTIT

TY 0 - V1 - % shrub cover
V2 - % shrub cover ≤ 5 feet

$$HSI = (V1 \times V2)^{1/2} = 0.34$$

TY 1 V1 – no shrub cover SI = 0
V2 - no shrubs SI = 0

$$HSI = (0 \times 0)^{1/2} = 0$$

TY 60 V1 – no change from TY 1
V2 - no change from TY 1

$$HSI = 0$$

TY 100 - no change from TY 60

CALIFORNIA THRASHER

TY 0 – Baseline (measured)

V1 – Presence of low shrub openings
V2 - Shrub/seedling cover

$$HSI = (V1 \times V2^2)^{1/3} = 1.0$$

TY 1 - V1 – no shrubs SI = 0
V2 - no shrubs/seedlings SI = 0

$$HSI = (0 \times 0^2)^{1/3} = 0$$

TY 60- V1 – no change from TY 1
V2 - no change from TY 1

TY 100 - no change from TY 60

MP 1 - Management Area - Future Without Project (Compensation Site)

Assume: 1. Annual grassland area selected for conversion to oak woodland.

BOBCAT

TY 0 – Baseline (estimated)

V1 - % shrub cover (no shrubs)	SI = 0.2
V2 - % herbaceous cover (100%)	SI = 0.8
V3 - degree of patchiness (1)	SI = 0.2
V4 – rock outcroppings (no)	SI = 0.1

$$HSI = \frac{V1 + V2 + V3 + 2V4}{5} = \frac{0.8 + 0.8 + 0.2 + 0.2}{5} = 0.28$$

TY 1 V1 – no change from TY 0
V2 - no change from TY 0
V3 - no change from TY 0
V4 – no change from TY 0

$$HSI = 0.28$$

TY 15 V1 – no change from TY 1
V2 - no change from TY 1
V3 - no change from TY 1
V4 – no change from TY 1

$$HSI = 0.28$$

TY 30 V1 – no change from TY 15
V2 - no change from TY 15
V3 - no change from TY 15
V4 – no change from TY 15

$$HSI = 0.28$$

TY 100 V1 – no change from TY 30
V2 - no change from TY 30
V3 - no change from TY 30
V4 – no change from TY 30

$$HSI = 0.28$$

WRENTIT

TY 0 – Baseline (estimated)

V1 - no shrub cover	SI = 0
V2 – no shrubs	SI = 0

$$HSI = (V1 \times V2)^{\frac{1}{2}} = (0 \times 0)^{\frac{1}{2}} = 0$$

TY 1 V1 – no change from TY 0
V2 - no change from TY 0

$$HSI = 0$$

TY 15 V1 – no change from TY 1
V2 - no change from TY 1

$$\text{HSI} = 0$$

TY 30 V1 – no change from TY 15
V2 - no change from TY 15

$$\text{HSI} = 0$$

TY 100 V1 – no change from TY 30
V2 - no change from TY 30

$$\text{HSI} = 0$$

CALIFORNIA THRASHER

TY 0 – Baseline (estimated)

V1 – no shrubs

$$\text{SI} = 0$$

V2 – no shrubs/seedlings

$$\text{SI} = 0$$

$$\text{HSI} = (\text{V1} \times \text{V2}^2)^{1/3} = (0 \times 0^2)^{1/3} = 0$$

TY 1 - V1 – no change from TY 0
V2 - no change from TY 0

$$\text{HSI} = 0$$

TY 15 - V1 – no change from TY 1
V2 - no change from TY 1

$$\text{HSI} = 0$$

TY 30 - V1 – no change from TY 15
V2 - no change from TY 15

$$\text{HSI} = 0$$

TY 100- V1 – no change from TY 30
V2 - no change from TY 30

$$\text{HSI} = 0$$

MP 2 - Management Area - Future With Project (Compensation Site)

Assume:

1. Acquire lands (currently annual grasslands)
2. Annual grassland area prepared for planting in TY 1 , provide access and maintenance roads
3. Plant chaparral species at a density of 400 trees/acre and cover crop
4. Watering, weed, pest control for minimum of 3 years and remedial actions as necessary to ensure plant establishment.
5. Develop O&M manual

BOBCAT

TY 0 – Baseline (estimated)

V1 - % shrub cover (no shrubs)	SI = 0.2
V2 - % herbaceous cover (100%)	SI = 0.8
V3 - degree of patchiness (1)	SI = 0.2
V4 – rock outcroppings (no)	SI = 0.1

$$HSI = \frac{V1 + V2 + V3 + 2V4}{5} = \frac{0.8 + 0.8 + 0.2 + 0.2}{5} = 0.28$$

TY 1	V1 – area cleared and planted (1%)	SI = 0.2
	V2 – 100%	SI = 0.8
	V3 - no change from TY 0	SI = 0.2
	V4 – no change from TY 0	SI = 0.1

$$HSI = 0.28$$

TY 15	V1 – 30%	SI = 1.0
	V2 – 100%	SI = 0.8
	V3 – 2	SI = 0.6
	V4 – no change from TY 1	SI = 0.1

$$HSI = \frac{1.0 + 0.8 + 0.6 + 0.2}{5} = 0.52$$

TY 30	V1 – 50%	SI = 1.0
	V2 – 100%	SI = 0.8
	V3 – 2	SI = 0.6
	V4 – no change from TY 1	SI = 0.1

$$HSI = \frac{1.0 + 0.8 + 0.6 + 0.2}{5} = 0.52$$

TY 100	V1 – 50%	SI = 1.0
	V2 – 100%	SI = 0.8
	V3 – 2	SI = 0.6
	V4 – no change from TY 1	SI = 0.1

$$HSI = \frac{1.0 + 0.8 + 0.6 + 0.2}{5} = 0.52$$

WRENTIT

TY 0 – Baseline (estimated)

V1 - no shrub cover	SI = 0
V2 – no shrubs	SI = 0

$$HSI = (V1 \times V2)^{1/2} = (0 \times 0)^{1/2} = 0$$

TY 1	V1 – area cleared and planted (1%)	SI = 0
	V2 – area cleared and planted (100%)	SI = 1.0

$$HSI = (V1 \times V2)^{1/2} = (0 \times 1.0)^{1/2} = 0$$

TY 15	V1 – 30%	SI = 0.15
	V2 – 80%	SI = 0.8

$$HSI = (0.15 \times 0.8)^{1/2} = 0.49$$

TY 30	V1 – 50 %	SI = 0.33
	V2 – 80 %	SI = 0.8

$$HSI = (0.33 \times 0.8)^{1/2} = 0.64$$

TY 100	V1 – 50 %	SI = 0.33
	V2 – 80 %	SI = 0.8

$$HSI = 0.64$$

CALIFORNIA THRASHER

TY 0 – Baseline (estimated)

V1 – no shrubs	SI = 0
V2 – no shrubs/seedlings	SI = 0

$$HSI = (V1 \times V2^2)^{1/3} = (0 \times 0^2)^{1/3} = 0$$

TY 1 -	V1 –no	SI= 0
	V2 - 1%	SI= 0

$$HSI = 0$$

TY 15 -	V1 – yes	SI = 1.0
	V2 - 30%	SI = 0.35

$$HSI = (1.0 \times 0.35^2)^{1/3} = 0.50$$

TY 30 - V1 – yes
V2 - 50%

SI = 1.0
SI = 1.0

$$\text{HSI} = \text{HSI} = (1.0 \times 1.0^2)^{1/2} = 1.0$$

TY 100- V1 – no change from TY 30
V2 - no change from TY 30

$$\text{HSI} = 1.0$$

APPENDIX A-2

HSI MODELS

NORTHERN ORIOLE
HABITAT SUITABILITY INDEX MODEL

HABITAT SUITABILITY INDEX MODEL
NORTHERN ORIOLE (*Icterus spurius*)
BREEDING HABITAT, CENTRAL VALLEY
CALIFORNIA

U.S. Fish and Wildlife Service
Ecological Services
Sacramento, California

January 1988

COVER TYPE

LIFE REQUISITE
VARIABLES

HABITAT

	Average height of tree canopy (V ₁)	deciduous
Valley Woodland (W)		Reprod uction/ Cover Percent deciduo us tree
Riparian (R)	Crown cover (V ₂) Stand width (V ₃)	

FOOD

The diet of the northern oriole is comprised mainly of insects. Fruits, berries, and nectar are also utilized (Bent 1958; Martin et al. 1961). For purposes of this model, it is assumed that if suitable habitat is available for nesting and cover, food resources are not limiting.

Minimum habitat area

Minimum habitat area is defined as the minimum amount of contiguous habitat that is required before an area will be occupied by a species. Based on reported pair densities (Walcheck 1970; Gaines 1974; Pleasant 1979), it is assumed that at least 0.25 acres of suitable habitat must be available for the northern oriole to occupy an area. If less than this amount is present, the HSI is assumed to be zero.

VARIABLE

HABITAT TYPE
SUGGESTED TECHNIQUE

V ₁ Average height of deciduous tree canopy	on belt transect	R, W clinometer	Range finder and clinometer
V ₂ Percent deciduous tree crown cover		R, W	Line intercept
V ₃ Stand width		R, W	Visual observation, aerial interpretation

HSI Determination

LIFE REQUISITE
EQUATION

COVER TYPE

Reproduction

$$V_3)^{1/3} \quad R, W \\ (V_1 \times V_2 \times$$

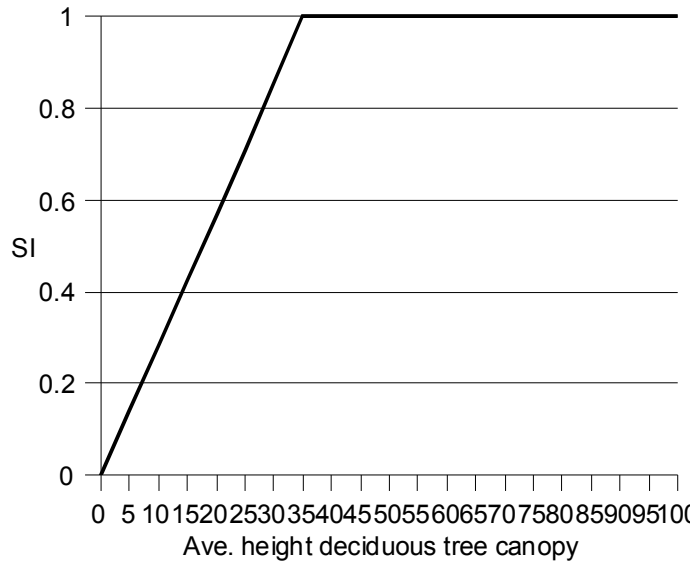
The HSI value for the northern oriole is equal to the reproduction/cover value.

Model Applicability

The model applies to breeding habitat of the northern oriole in the Central Valley of California up to 500 feet in elevation.

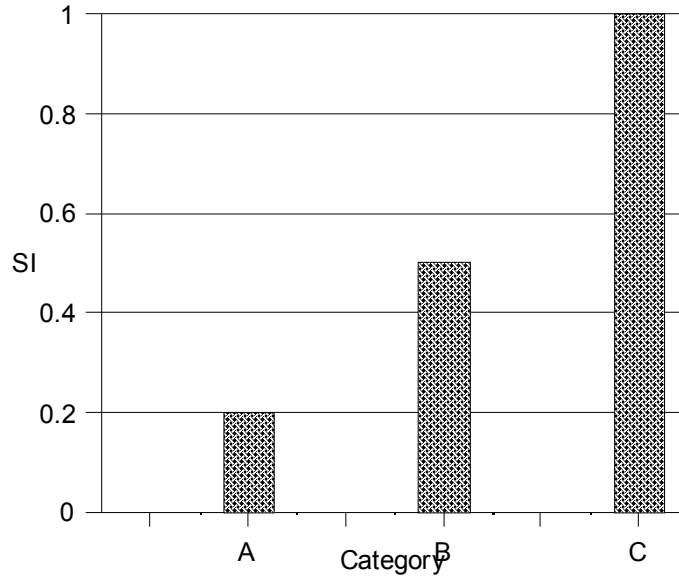
1. Average height of deciduous tree canopy.

Assumption:
Orioles nest almost exclusively in large, preferably deciduous, trees (derived from nesting data of Schaefer (1976A)). Tree height of 35 feet or greater is optimum the dominant canopy strata equals those trees comprising 50% of total canopy closure.



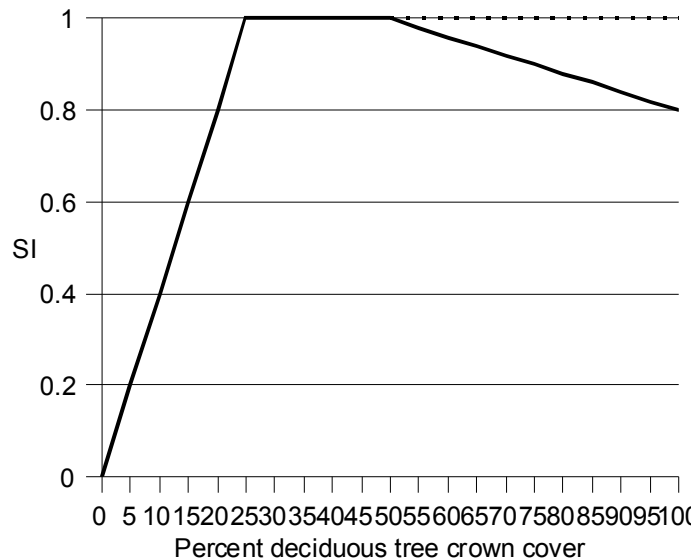
2. Percent deciduous tree crown cover.

Assumption: Orioles prefer open stands of deciduous trees for nesting (Grinnel and Miller 1944). Crown cover of 25-50% is assumed to be optimum.



3. Stand width

Assumption: Orioles prefer large blocks of riparian or oak woodland for nesting (USFWS 1981).



A - Woodland a narrow band comprising the width of one tree.
 B - Woodland a strip less than 300 feet wide at its widest point.

C - Woodland greater than 300 feet wide at widest point.

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WESTERN FENCE LIZARD
HABITAT SUITABILITY INDEX MODEL

HABITAT SUITABILITY INDEX MODEL
WESTERN FENCE LIZARD (*Sceloporus occidentalis*)

by
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March 1989
INTRODUCTION

The western fence lizard (*Sceloporus occidentalis*) ranges from British Columbia southward through Washington, Oregon and throughout California and the Great Basin to northwestern Baja California (Smith, 1948; Stebbins, 1985). It occupies a wide variety of habitats, excluding extreme desert conditions, from sea level to over 9500 feet in the Sierra Nevada. In California, four subspecies are present (Jennings, 1987). Preferring wooded, rocky areas, it frequents talus and rocky outcrops of hillsides, canyons and along streams. Western fence lizards are attracted to old buildings, woodpiles, fences, telephone poles, woodrat nests and banks with rodent burrows. It requires cover and, except for dispersing females (Jennings, personal communication) is seldom encountered in open fields or extremely barren areas (Stebbins, 1954). It is frequently a colonizer of disturbed habitats (Lillywhite, et. al., 1977).

The western fence lizard can be semi-arboreal (Cunningham, 1955; Davis and Verbeek, 1972). Trees apparently do not constitute a life requisite as was shown by *Sceloporus occidentalis* populations in chaparral (Lillywhite, Friedman and Ford 1972) and at high elevations (Grinnell and Storer, 1924). Trees may simply act as another type of available cover. This indicates the microhabitat plasticity of this species (Rose, 1978).

MODEL APPLICABILITY

This model was designed for use in plant communities found in the Central Valley of California and surrounding foothills up to an elevation of approximately 1500 feet and applies to the subspecies *S. o. occidentalis* and *S.o. biseriatus*. The model is based on both empirical data provided by expert review and information obtained from current literature.

<u>Cover Type</u>	<u>Life Requisite</u>	<u>Habitat Variable</u>
		Percent ground cover (V ₁)
	Cover/Reproduction	Average size of ground cover objects (V ₂)
Riparian (R) Oak savannah (O) Oak woodland (W) Scrub (S) Annual Grassland (G)		Structural diversity/ Interspersion (V ₃)
	Thermoregulation	Percent ground cover (V ₁) Percent canopy cover (V ₄)

<u>Habitat Variable</u>	<u>Cover Type</u>	<u>Suggested Techniques</u>
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V ₁ - Percent ground cover	R.O.W.S,G	Line intercept, measurement of cover random points using a 3 feet diameter loop.
V ₂ - Average size of ground cover objects	R.O.W.S,G	Line intercept
V ₃ - Structural diversity/ interspersion	R.O.W.S,G	Ocular estimate
V ₄ - Percent canopy cover	R.O.W.S,G	Spherical densiometer, line intercept, point intercept on aerial photos.

Variable 1. Percent ground cover

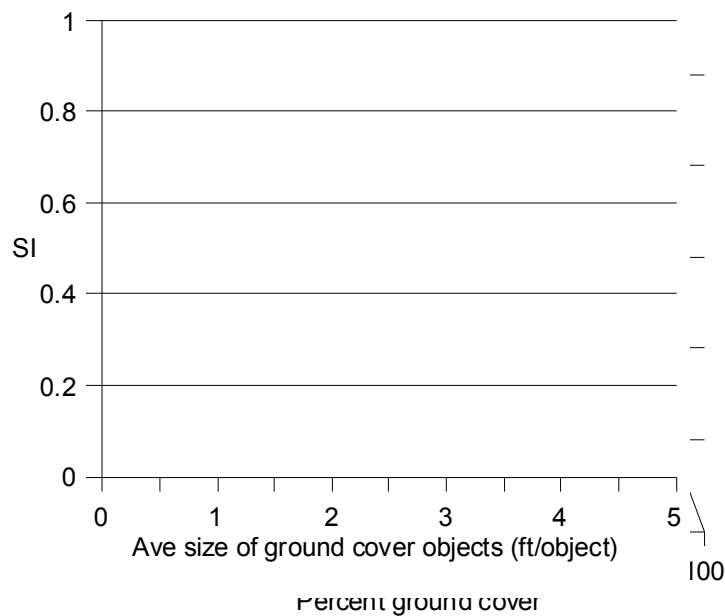
Assumes:

Only those objects less than 8 feet above the ground surface are considered. This includes rocks, logs, branches, tree trunks, fences, wood piles and live vegetation. Western fence lizards exhibit no well-defined habitat preference, but favor areas with logs, trees or other objects upon which they can climb, sun and display (Fitch, 1940). Brush piles and cavities under rocks and logs provide refuge (Marcellini and Mackey, 1979). An amount of ground cover beyond a particular density results in less than optimal conditions as it conceals predators and interferes with movement and the ability to defend a territory (Davis and Ford, 1983). Davis and Verbeek (1972) found that western fence lizards avoided dense grasslands. However, dispersing juveniles will cross dense grasslands and colonize any suitable isolated habitat found (Jennings, personal communication).

In California, western fence lizards centered their territorial activities about logs, fence posts, stumps and exposed boulders from which males display (Carpenter, 1980) and to observe mates or rival males (Fitch, 1940).

Eggs are placed in damp, friable, well-aerated soil from mid-May to mid-July in pits dug by the female and covered with loose soil (Stebbins, 1954) or under rocks and logs (Jennings, personal communication). In non-riparian conditions, nest sites are probably limited to areas within the shade of large cover objects.

Ground cover ranging from 25 to 70 percent is considered optimum for western fence lizards as it provides sufficient cover for maximum use of an area while not being so abundant as to interfere with movement. Western fence lizards undergo hibernation from November to February (Smith, 1946) and require cover for winter survival (Jennings, personal communication).



Variable 2. Average size of ground cover objects.

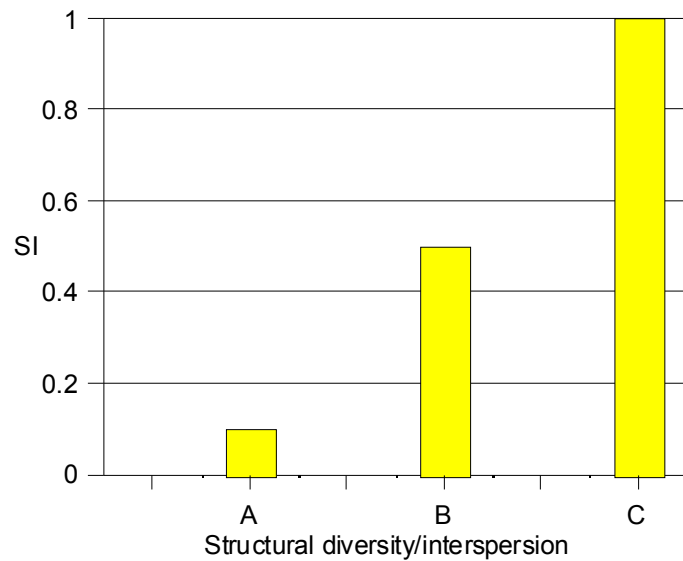
Assumes:

Ground cover objects include tree trunks but no other living material. The objects must be sufficiently large to provide escape cover. Western fence lizards have the habit of running to the opposite side of their perch (rock, log, etc.) when approached (Nussbaum et al., 1983). The objects must also be large enough to provide cover for hibernation, nest building, shade for summer thermoregulation, and to offer vantage points for territorial defense and mating display.

An average ground cover object size of 3.0 feet and larger is considered optimum as it is sufficiently large to provide for escape cover, thermoregulation and reproductive needs.

The average size of ground cover objects greater than 4 inches in diameter are measured in the field using the line intercept method and is determined by the formula:

$$\text{Average size of ground cover objects} = \frac{\text{Total feet of line intercepted}}{\text{Total number of ground cover objects intercepted}}$$



Variable 3. Structural diversity/interspersion

Assumes:

This variable is related to the habitat heterogeneity. The western fence lizard areas have a mixture and sufficient quantity of cover types (rocks, logs, living vegetation, rodent burrows, cracks and crevices) in a semi-open environment with lots of habitat edge allowing for sufficient exposure to the sun (Ruth, personal communication), escape cover and a production base for food organisms (Jennings, personal communication). These areas usually have a significant vertical component in the form of large boulders, trees, fence rows, old buildings or log piles (Nussbaum et al, 1983). Davis and Ford (1983) found optimal habitat was provided by large fallen oaks in various stages of decay or by large, standing oaks from which limbs and branches had fallen to the ground creating massive tangles. Western fence lizards commonly show low distributions in climax communities due to the homogeneity of the habitat(Ruth, personal communication).

- A - Low habitat diversity. Ground cover limited to 1 or 2 types (i.e., grassland and bare soil). Site mostly homogeneous with little edge. Cover component mostly one dimensional without a significant vertical element (average less than 1 foot above ground). An exception may be rock talus which can be good (Ruth, communication).
- B - Moderate habitat diversity. Two or more major ground cover types occur (i.e., large rocks, logs and woodpiles). A moderate amount of edge and interspersion is present between vegetation types and/or ground cover types. A significant vertical element to the cover component (average 1 -4 feet above ground) is present.
- C - High habitat diversity. Three or more major ground cover types are present (i.e., large rocks, logs and woodpiles). Heterogeneity is high with lots of edge between evenly dispersed vegetation and cover types. Overall, habitat has a significant vertical component (average greater than 4 feet above ground). May include rock talus.

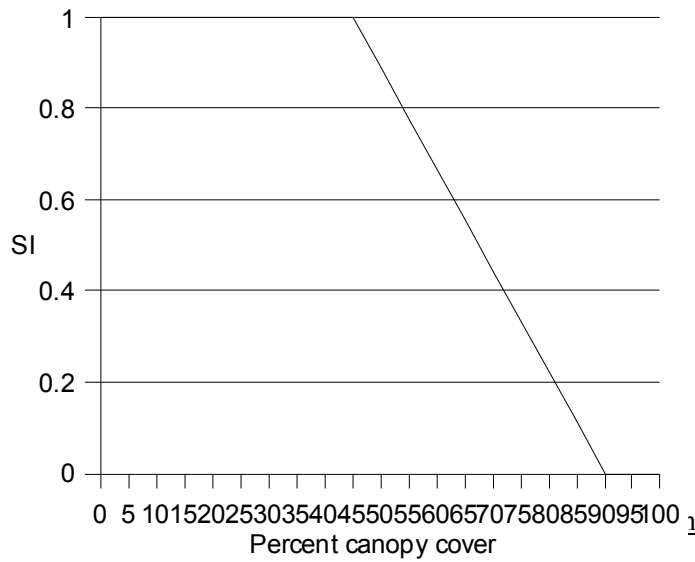
Variable 4. Percent canopy cover

Assumes:

The canopy is defined as standing live vegetation greater than 6 feet above ground. This variable relates directly to the ability of the habitat to provide sufficient exposure so that western fence lizards can thermoregulate.

The ability of a western fence lizard to thermoregulate in an area is a major determinant of its habitat occupancy. The ability of this species to absorb sunlight and warm quickly enables it to inhabit areas from sea level to over 9000 feet in elevation (Tanner and Hopkin, 1972). Western fence lizards typically move from areas of sunlight to shade to maintain their desired body temperature. Davis and Verbeek (1972) found this species shifted from rocks to trees and vice versa according to ambient temperature. Western fence lizards avoid dense, shaded woods (Stebbins, 1959).

A canopy cover ranging from 0 - 45 percent is considered optimum as it provides sufficient sunlight on the ground or ground cover surface for thermoregulation by western fence lizards. An area with a canopy cover greater than 90 percent is considered uninhabitable for western fence lizards due to a lack of sunlight on the ground surface for thermoregulation.



CALCULATIONS

Life Requisite

Cover//Reproduction

Thermoregulation

R.O.W.S,G

$$TI = (V_1 \times V_4)^{1/3}$$

HSI Determination

$$HSI = (CI \times TI)^{1/2}$$

Assumes percent ground cover is the major determining factor due to its importance in reproduction, predator avoidance and thermoregulation.

An HSI value of 1.0 is considered optimum. An HSI value greater than 1.0 achieved through the use of this formula is to be considered 1.0.

ASSUMPTIONS

Feeding

It is assumed that where all necessary habitat components are present, food availability is not a factor limiting the use of an area by western fence lizards. Low availability of insects may be a limiting factor on winter recruitment of juveniles into the adult population (Jennings, personal communication). In arid areas, food can be limiting to adults in late summer (Ruth, personal communication).

The western fence lizard is an opportunistic insectivore which feeds on a variety of insects and other arthropods including leaf hoppers, aphids, beetles, wasps, termites, ants and spiders (Fitch, 1940; Johnson, 1965; Rose, 1976; Stebbins, 1954).

Rose (1976) found the three primary groups in the fence lizard diet to be ants (*Formicidae*), beetles (*Coleoptera*) and termites (*Isoptera*). Johnson (1965) found flies (*Diptera*), beetles and ants to be important prey while Clark (1973) found grasshoppers (*Acrididae*) the most common prey item. Otvos (1977) found moths or butterflies (*Lepidoptera*) the most common prey item in stomachs analyzed. Western fence lizards commonly bask or loaf in the shade and eat whatever arthropod comes close enough to attract their attention (Tanner and Hopkin, 1972). It can therefore be assumed that food availability is not a limiting factor under normal lizard population levels and habitat conditions.

Reproduction

It is assumed that, if ground cover of rocks, logs, trees, woodpiles, etc. of sufficient size and quantity are available for non-reproductive activities, then areas with moist, friable soil necessary for lizard nesting purposes would be present beneath the cover and should not be a limiting factor. Females may travel several hundred feet to find appropriate nesting conditions (Ruth, personal communication).

Water requirements

Considering the wide distribution of this species in all but the most extreme desert regions, it is unlikely that water availability would be a limiting factor to the western fence lizard though densities are often highest where water (seeps, ponds, etc.) are nearby (Ruth, personal communication). This assumes that sufficient ground cover exists for thermoregulation and nesting. This species receives the bulk of its moisture through metabolic water from its prey (Ruth, personal communication). These lizards may lower metabolic rates to compensate for higher body temperatures and water stress during warm seasons (Tsuji, 1985).

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HABITAT SUITABILITY INDEX MODELS: YELLOW WARBLER

by

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Revised Draft- Subject to Change 106

PREFACE

This document is part of the Habitat Suitability Index (HSI) Model Series (FWS/OBS-82/10), which provides habitat information useful for impact assessment and habitat management. Several types of habitat information are provided. The Habitat Use Information Section is largely constrained to those data that can be used to derive quantitative relationships between key environmental variables and habitat suitability. The habitat use information provides the foundation for HSI models that follow. In addition, this same information may be useful in the development of other models more appropriate to specific assessment or evaluation needs.

The HSI Model Section documents a habitat model and information pertinent to its application. The model synthesizes the habitat use information into a framework appropriate for field application and is scaled to produce an index value between 0.0 (unsuitable habitat) and 1.0 (optimum habitat). The application information includes descriptions of the geographic ranges and seasonal application of the model, its current verification status, and a listing of model variables with recommended measurement techniques for each variable.

In essence, the model presented herein is a hypothesis of species-habitat relationships and not a statement of proven cause and effect relationships. Results of model performance tests, when available, are referenced. However, models that have demonstrated reliability in specific situations may prove unreliable in others. For this reason, feedback is encouraged from users of this model concerning improvements and other suggestions that may increase the utility and effectiveness of this habitat-based approach to fish and wildlife planning. Please send suggestions to:

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YELLOW WARBLER (*Dendroica petechia*)

HABITAT USE INFORMATION

General

The yellow warbler (*Dendroica petechia*) is a breeding bird throughout the entire United States, with the exception of parts of the Southeast (Robbins et al. 1966). Preferred habitats are wet areas with abundant shrubs or small trees (Bent 1953). Yellow warblers inhabit hedgerows, thickets, marshes, swamp edges (Starling 1978), aspen (*Populus* spp.) groves, and willow (*Salix* spp.) swamps (Salt 1957), as well as residential areas (Morse 1966).

Food

More than 90% of the food of yellow warblers is insects (Bent 1953), taken in proportion to their availability (Busby and Sealy 1979). Foraging in Maine occurred primarily on small limbs in deciduous foliage (Morse 1973).

Water

Dietary water requirements were not mentioned in the literature. Yellow warblers prefer wet habitats (Bent 1953; Morse 1966; Stauffer and Best 1980).

Cover

Cover needs of the yellow warbler are assumed to be the same as reproduction habitat needs are discussed in the following section.

Reproduction

Preferred foraging and nesting habitats in the Northeast are wet areas, partially covered by willows and alders (*Alnus* spp.), ranging in height from 1.5 to 4 m (5 to 13.3 ft) (Morse 1966). It is unusual to find yellow warblers in extensive forests (Hebard 1961) with closed canopies (Morse 1966). Yellow warblers in small islands of mixed coniferous-deciduous growth in Maine utilized deciduous foliage far more frequently than would be expected by chance alone (Morse 1973). Coniferous areas were mostly avoided and areas of low deciduous growth preferred.

Nests are generally placed 0.9 to 2.4 m (3 to 8 ft) above the ground, and nest heights rarely exceed 9.1 to 12.2 m (30 to 40 ft) (Bent 1953). Plants used for nesting include willows, alders, and other hydrophytic shrubs and trees (Bent 1953), including box-elders (*Acer negundo*) and cottonwoods (*Populus* spp.) (Schrantz 1943). In Iowa, dense thickets were frequently occupied by yellow warblers while open thickets with widely spaced shrubs rarely contained nests (Kendeigh 1941).

Males frequently sing from exposed song perches (Kendeigh 1941; Ficken and Ficken 1965), although yellow warblers will nest in areas without elevated perches (Morse 1966).

A number of Breeding Bird Census reports (Van Velzen 1981) were summarized to determine nesting habitat needs of the yellow warbler, and a clear pattern of habitat preferences emerged. Yellow warblers nested in less than 5% of census areas comprised of extensive upland forested cover types (deciduous or coniferous) across the entire country. Approximately two-thirds of all census areas with deciduous shrub-dominated cover types were utilized, while shrub wetlands types received 100% use. Wetlands dominated by shrubs had the highest average breeding densities of all cover types [2.04 males per ha (2.5 acre)]. Approximately two-thirds of the census areas comprised of forested draws and riparian forests of the western United States were used, but average densities were low [0.5 males per ha (2.5 acre)].

Interspersion

Yellow warblers in Iowa have been reported to prefer edge habitats (Kendeigh 1941); Stauffer and Best 1980). Territory size has been reported as 0.16 ha (0.4 acre) (Kendeigh 1941) and 0.15 ha (0.37 acre) (Kammeraad 1964).

Special Considerations

The yellow warbler has been on the Audubon Society's Blue List of declining birds for 9 of the last 10 years (Tate 1981).

HABITAT SUITABILITY INDEX (HSI) MODEL

Model Applicability

Geographic area. This model has been developed for application within the breeding range of the yellow warbler.

Season. This model was developed to evaluate the breeding season habitat needs of the yellow warbler.

Cover types. This model was developed to evaluate habitat in the dominant cover types used by the yellow warbler. Deciduous Shrubland (DS) and Deciduous Scrub/Shrub Wetland (DSW) (terminology follows that of U.S. Fish and Wildlife Service 1981). Yellow warblers only occasionally utilize forested habitats and reported populated densities in forests are low. The habitat requirements in forested habitats are not well documented in the literature. For these reasons, this model does not consider forested cover types.

Minimum habitat area. Minimum habitat area is defined as the minimum amount of contiguous that is required before an area will be occupied by a species. Information on the minimum habitat area for the yellow warbler was not located in the literature. Based on reported territory sizes, it is assumed that at least 0.15 ha (0.37 acre) of suitable habitat must be available for the yellow warbler to occupy an area. If less than this amount is present, the HSI is assumed to be 0.0.

Verification level. Previous drafts of the yellow warbler habitat model were reviewed by Douglass H. Morse and specific comments were incorporated into the current model (Morse, pers. comm.).

Model Description

Overview. This model considers the quality of the reproduction (nesting) habitat needs of the yellow warbler to determine overall habitat suitability. Food, cover, and water requirements are assumed to be met by nesting needs.

The relationship between habitat variables, life requisites, cover types, and the HSI for the yellow warbler is illustrated in Figure 1.

The following sections provide a written documentation of the logic and assumptions used to interpret the habitat information for the yellow warbler and to explain and justify and variable and equations that are used in the HSI model. Specifically, these sections cover the following: (1) identification of variables that will be used in the model; (2) definition and justification of the suitability levels of each variable; and (3) description of the assumed relationship between variables.

Reproduction component. Optimal nesting habitat for the yellow warbler is provided in wet areas with dense, moderately tall stands of hydrophytic deciduous shrubs. Upland shrub habitats on dry sites will provide only marginal suitability.

It is assumed that optimal habitats contain 100% hydrophytic deciduous shrubs and that habitats with no hydrophytic shrubs will provide marginal suitability. Shrub densities between 60 and 80% crown cover are assumed to be optimal. As shrub densities approach zero cover, suitability also approaches zero.

Figure 1. Relationship between habitat variables, life requisites, cover types, and the HSI for the yellow warbler.

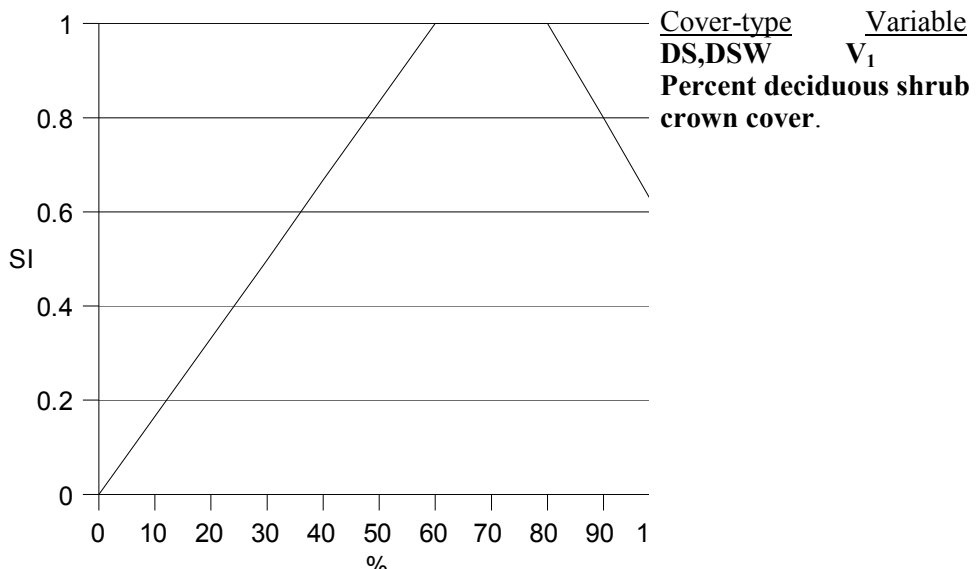
Habitat variable	Life requisite	Cover types	HSI
Percent deciduous shrub crown cover			
Average height of deciduous shrub canopy	Reproduction	Deciduous Shrubland Deciduous Scrub/ Shrub Wetland	
Percent of shrub canopy comprised of hydrophytic shrubs			

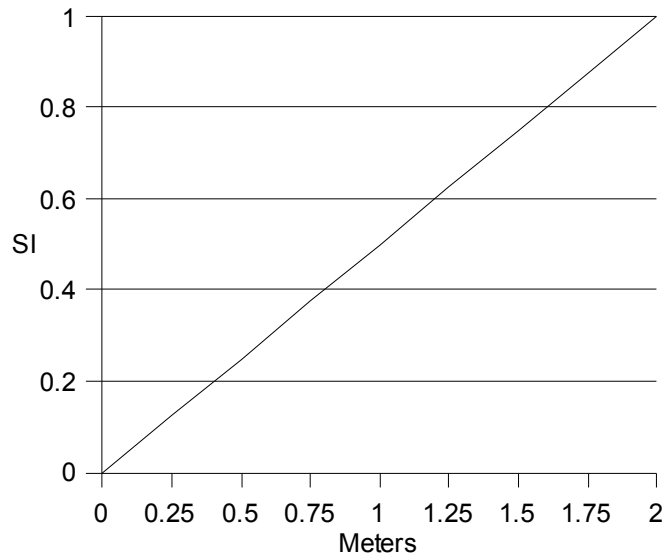
Totally closed shrub canopies are assumed to be of only moderate suitability, due to the probable restrictions on movement of the warblers in those conditions. Shrub heights of 2 m (6.6 ft) or greater are assumed to be optimal, and suitability will decrease as heights decrease to zero.

Each of these habitat variables exert a major influence in determining overall habitat quality for the yellow warbler. A habitat must contain optimal levels of all variables to have maximum suitability. Low values of any one variable may be partially offset by higher values of the remaining variables. Habitats with low values for two or more variables will provide low overall suitability levels.

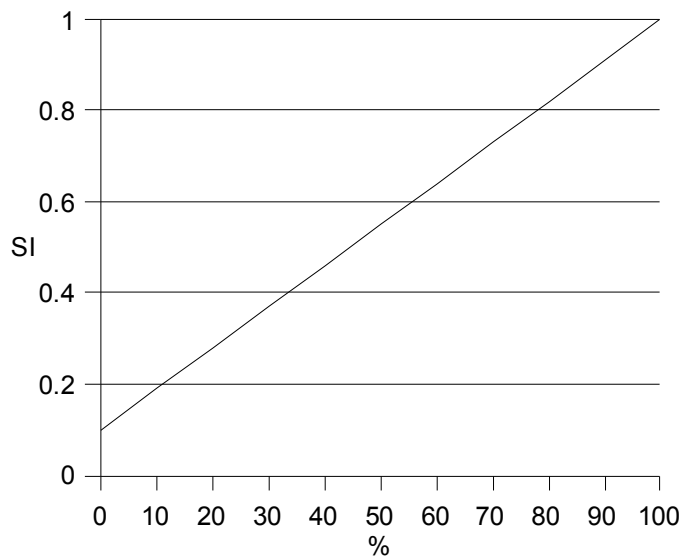
Model Relationships

Suitability Index (SI) graphs for habitat variables. This section contains suitability index graphs that illustrate the habitat relationships described in the previous section.





DS, DSW V_3
Percent of deciduous shrub canopy comprised of hydrophytic shrubs.



Equations. In order to obtain life requisite values for the yellow warbler, the SI values for appropriate variables must be combined with the use of equations. A discussion and explanation of the assumed relationship between variables was included under Model Description, and the specific equation in this model was chosen to mimic these perceived biological relationships as closely as possible. The suggested equation for obtaining a reproduction value is presented below.

<u>Life requisite</u>	<u>Cover type</u>	<u>Equation</u>
Reproduction	DS,DSW	$(V_1 \times V_2 \times V_3)^{1/2}$

HSI determination. The HSI value for the yellow warbler is equal to the reproduction value.

Application of the Model

Definitions of variables and suggested field measurement techniques (Hays et al. 1981) are provided in Figure 2.

Figure 2. Definitions of variables and suggested measurement techniques.

<u>Variable (definition)</u>	<u>Cover types</u>	<u>Suggested techniques</u>
V ₁ Percent deciduous shrub crown cover (the percent of the ground that is shaded by a vertical projection of the canopies of woody deciduous vegetation which are less than 5 m (16.5 ft) in height).	DS,DSW	Line intercept
V ₂ Average height of deciduous shrub canopy (the average height from the ground surface to the top of those shrubs which comprise the uppermost	DW,DSW	Graduated rod

shrub canopy).

V ₃ Percent of deciduous shrub canopy comprised of hydrophytic shrubs (the relative percent of the amount of hydrophytic shrubs compared to all shrubs, based on canopy cover).	DW.DSW	Line Intercept
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SOURCES OF OTHER MODELS

No other habitat models for the yellow warbler were located.

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HABITAT SUITABILITY INDEX MODELS: RED-WINGED BLACKBIRD

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PREFACE

This document is part of the Habitat Suitability Index (HSI) Model Series [Biological Report 82(10)] which provides habitat information useful for impact assessment and habitat management. Several types of habitat information are data that can be used to derive quantification relationships between key environmental variables and habitat suitability. This information provides the foundation for the HSI model and may be useful in the development of other models more appropriate to specific assessment or evaluation needs.

The HSI Model Section documents the habitat and includes information pertinent to its application. The model synthesizes the habitat use information into a framework appropriate for field application and is scaled to produce an index value between 0.0 (unsuitable habitat) and 1.0 (optimum habitat). The HSI Model Section includes information about the geographic range and seasonal application of the model, its current verification status, and a list of the model variables with recommended measurement techniques for each variable.

The model is a formalized synthesis of biological and habitat information published in the scientific literature and may include unpublished information reflecting the opinions of identified experts. Habitat information about wildlife species frequently is represented by scattered data sets collected during different seasons and years and from different sites throughout the range of a species. The model presents this broad data base in a formal, logical, and simplified manner. The assumptions necessary for organizing and synthesizing the species-habitat information into the model are discussed. The model should be regarded as a hypothesis of species-habitat relationships and not as a statement of proven cause and effect relationships. The model may have merit in planning wildlife habitat research studies about species, as well as in providing an estimate of the relative quality of habitat for that species.

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I gratefully acknowledge Dr. Gordon H. Orians, Department of Zoology, University of Washington, Seattle, for his review of this red-winged blackbird model. The cover of this document was illustrated by Jennifer Shoemaker. Word processing was provided by Carolyn Gulzow, Dora Ibarra, and Elizabeth Graf.

RED-WINGED BLACKBIRD (*Agelaius phoeniceus L.*)

HABITAT USE INFORMATION

General

The red-winged blackbird (*Agelaius phoeniceus L.*) nests in fresh-water and brackish herbaceous wetlands, bushes and small trees along watercourses, and certain upland cover types from (American Ornithologists' Union 1983:723):

... east-central, south-coastal and southern Alaska..., southern Yukon west-central and southern Mackenzie, northwestern and central Saskatchewan, central Manitoba, central Ontario, southern Quebec..., New Brunswick, Prince Edward Island, Nova Scotia and southwestern Newfoundland south to northern Baja California, through Mexico... and along both coasts of Central America to Nicaragua and northern Costa Rica and to southern Texas, the Gulf coast and southern Florida. [This blackbird winters] from southern British Columbia, Idaho, Colorado, Kansas, Iowa, the southern Great Lakes region, southern Ontario and New England... south throughout the remainder of the breeding range, with the southwestern and most of Middle American populations being sedentary.

The red-winged blackbird traditionally was considered to be a wetland nesting bird. It has adapted, within the last century, to habitat changes brought about by man; it now commonly nests in hayfields, along roadsides and ditches, and in other upland sites (Dolbeer 1980).

Food

Red-winged blackbirds vary their diet throughout the year, presumably in response to the nutritive demands of reproduction. The percent of waste grain and seeds in the diet of male blackbirds in one study in Ontario, Canada, was at least 80 to 87% in March and April, 46% in May, only 10% in July, and 85% in late July to October (McNicol et al. 1982). Insects amounted to 51 to 84% of the diet during May and July. The diet of female red-winged blackbirds varied between 67 and 79% insect parts in May and July but was only 15% insectivorous in late July-October, after fledging had occurred.

Water

References describing the dependency of the red-winged blackbird on surface water for drinking and bathing were not found in the literature. Nesting occurs in herbaceous wetlands and upland habitat near surface water and in suitable vegetation distant from free water. Red-winged blackbirds seem to prefer habitats near wetlands for foraging. Communal roosting, which occurs after fledging is completed, is either in herbaceous wetlands or dense communities of young trees with thick canopies growing on moist sites (Micacchion and Townsend 1983).

Cover

The red-winged blackbird nests in a variety of habitats. Blackbirds in southern Michigan prefer old and new hay fields, pastures, old fields, and wetlands with robust vegetation capable of supporting nests and dense cover that provides protection for nests (Albers 1978). They avoid cut or fallow fields, woodlots, agricultural croplands, open water, and tilled soil.

Areas with tall, dense, herbaceous vegetation seem to provide preferred nest sites. Blackbirds that nest early in the breeding season select tall, dense, old-growth herbaceous vegetation while blackbirds that nest late in the breeding season select tall, dense, new-growth herbaceous vegetation (Albers 1978). Upland nest sites of red-winged blackbirds in Ontario were in plant communities commonly dominated by goldenrod (*Solidago* spp.), alfalfa (*Medicago sativa*), fleabane (*Erigeron* spp.), clover (*Trifolium* spp.), various thistles (*Cirsium* spp.), and similar herbaceous weeds (Joyner 1978). Blackbirds in fresh water

sites selected old- and new-growth of broad-leaved monocots, like cattails (*Typha* spp.) and broad-leaved sedges (*Carex* spp.), and commonly rejected old- and new-growth of narrow-leaved monocots and forbs (Albers 1978). Woody species, such as hightide bush (*Iva frutescens*) and groundselbush (*Baccharis halimifolia*), and robust herbaceous plants, like cattails, supported the most nests in tidal herbaceous wetlands (Meanley and Webb 1963).

The density of preferred plant cover is not adequately described either in the literature or in this model. The height of preferred plant cover is inferred, below, from descriptions of nest sites.

Red-winged blackbirds frequently use scattered trees and fence posts near their breeding territories as observation posts. Blackbirds use both herbaceous wetlands and trees for communal roosts after fledging is completed. Roost trees characteristically are young, occur at high densities, provide thick canopies, and are adapted to moist sites (Micacchion and Townsend 1983).

Reproduction

Red-winged blackbirds are migratory in the northern portion of their range. Males migrate to or congregate at future nesting habitats in late winter, and females arrive at the territories in early spring (Case and Hewitt 1963). In areas with resident populations, individuals of both sexes may remain near breeding territories throughout the year, even though the areas are not actively defended or used in winter except, perhaps, as roosting sites (Orians pers. comm.). Males are polygynous, and up to six females commonly nest within a male's territory (Holm 1973). Harem size was larger in herbaceous wetlands with open stands of cattails than in herbaceous wetlands dominated by bulrushes (*Scirpus* spp.) or by closed stands of cattails (Holm 1973). Harem size has sometimes been observed to exceed 10 to 12 females and, in one instance, numbered 32 females (Orians pers. comm.).

Males do not participate in nest building, incubation, or feeding of the incubating female (Orians pers. comm.). Males may help feed nestlings and are likely to help feed fledglings. The timing of breeding varies throughout the range of the red-winged blackbird. Nesting frequently begins in March or April and is completed by mid-July in the more temperate habitats. Most young in North America are fledged by late July.

Herbaceous wetlands dominated by cattails generally seem to be the most productive habitats for red-wing blackbirds in terms of nests/ha or number of young fledged/ha (Robertson 1972). Favorable herbaceous wetland sites produce more suitable food per unit area and have higher nest densities, highly synchronous nesting, higher nest survival rates, and lower nest predation rates than do upland nest sites.

Nests of red-winged blackbirds are placed on the edges of cattail clumps that border areas of open water (Wiens 1965). Herbaceous wetlands that are dominated by cattails and have open, permanent water have the optimum number of available nest sites. Early nests are placed in the old growth vegetation remaining from past growing seasons, while late nests may be built on new growth. Nest success in one herbaceous wetland habitat seemed related to: (1) increased depth of permanent water (up to 50 cm or more), which apparently reduced mammalian predation on nests; (2) nest placement close to water (greater nest success was observed for nests 20 cm above water than nests 100 cm above water), (3) nest placement in herbaceous wetland vegetation interspersed with open water, rather than in herbaceous wetland vegetation where no open water was present; and (4) nest placement in marsh grass and loosestrife (*Decadon verticillatus*), rather than in sweet gale (*Myrica gale*) and sedges (Weatherhead and Robertson 1977). Other studies have indicated that nests placed at 1.2 m heights were more successful than nests placed at 0.6 m heights in tidal herbaceous wetlands on Chesapeake Bay (Meanley and Webb 1963) and that nest success was higher when permanent water levels were greater than 25 cm (Robertson 1972).

Nests of red-winged blackbirds in upland sites typically are wound between and attached to stalks of herbaceous vegetation (Bent 1958). Early nests are entwined with old growth stems and late nests with the sturdiest stems of the new growth. Activities, such as intensive livestock grazing, mowing, and burning of old growth stubble, make herbaceous uplands unavailable for early nest placement. Mowing hayfields during the nesting season disrupts nesting success on upland sites (Albers 1978). Red-winged blackbirds seem to prefer areas with the densest, tallest herbaceous vegetation for nest placement. Vegetation that restricted visibility was more important than the number of plant stems and leaves per unit area. Trees greater than 5.0 m in height were in most territories (Albers 1978). The mean height of nest placement was 15 cm in monotypic stands of reed canarygrass (*Phalaris arundinacea*) 58 cm high (Joyner 1978). Nest sites often are close to open water (Joyner 1978), although no specific descriptions of acceptable distances of upland nest sites from open water were found in the literature.

Interspersion

The red-winged blackbird seems to be closely associated with the presence of standing water (Bent 1958) and certain types of dense herbaceous vegetation for nest placement. Herbaceous wetlands or sloughs with extensive cattails, bulrushes, sedges, reeds (*Phragmites* spp.), or tules (*Scirpus* spp.), historically have provided important nesting habitat for the blackbird (Bent 1958). However, blackbirds also nest in dense herbaceous cover in hayfields, along roadsides and ditches, and in other upland sites (Dolbeer 1980). Red-winged blackbirds forage for insects in understory, midstory, and overstory canopies (Snelling 1968) during the nesting season.

The blackbird is primarily a seed eater, except during fledging. The species sometimes forms large communal flocks in wetland herbaceous habitats or in trees and brushlands and these birds may forage on agricultural crops or understory seed sources (Mott et al. 1972; Johnson and Caslick 1982). After the autumn migration from the northern portion of their range, red-winged blackbirds frequently roost in herbaceous wetland habitats, trees, or shrubs and feed on seeds within understory vegetation.

Special Consideration

Red-winged blackbirds shift from a dispersed insectivorous feeding behavior during the nesting season to a communal granivorous feeding habit after fledging has occurred. They frequently move into agricultural areas at this time. Costs related to their consumption of grain can become high and may exceed the benefits of insect control related to their foraging habits during fledging (Bendell et al. 1981). Damage to ripening corn (*Zea mays*) occurs during August and September (Somers et al. 1981; Stehn and de Becker 1982), when blackbirds often congregate at night in herbaceous wetlands or in roosts in young deciduous trees in great concentrations (perhaps up to 1 million birds) (Stehn and de Becker 1982). The distance from these autumn roosts to corn fields and the proximity of corn fields to traditional flightlines strongly influences the amount of damage inflicted on individual corn fields. Bird damage to crops in Ohio diminished consistently as distances from communal roosts increased from 3.2 to 8 km, and the level of damage remained constant and low at distances of 8 to 19.2 km (Dolbeer 1980).

HABITAT SUITABILITY INDEX (HSI) MODEL

Model Applicability

Geographic area. This model will produce an HSI for nesting habitats of the red-winged blackbird. The breeding range and the year-round range of the blackbird occur throughout the contiguous 48 States.

Season. The model will produce an HSI for nesting habitat throughout the nesting seasons, which generally occurs from March to late July.

Cover types. This model was developed to evaluate habitat in herbaceous wetlands (HW) and upland herbaceous cover types, such as pasture and hayland (P/H), forbland (F), and grassland (G) (terminology follows that of U.S. Fish and Wildlife Service 1981).

Minimum habitat area. Minimum habitat area is defined as the minimum amount of contiguous habitat that is required before a species will live and reproduce in an area. Specific information on minimum areas required for red-winged blackbirds was not found in the literature. It is assumed, however, that a wetland area must contain at least 0.10 ha in emergent herbaceous vegetation, like cattails, to be considered nesting habitat for the blackbird. Several studies have described the minimum territory for male red-winged blackbirds as 0.02 ha (Weatherhead and Robertson 1977; Orians 1980). A 0.10 ha area of emergent herbaceous vegetation might, therefore, potentially provide territories for up to five male blackbirds. Territories in upland habitats are much larger than those in wetland habitats. It is assumed that a block of upland habitat must be at least 1.0 ha in area to provide adequate breeding habitat for red-winged blackbirds.

Verification level. This model was developed from descriptive information about nesting cover and species-habitat relationships identified in the literature. The HSI derived from the use of this model describes the potential of an area for providing nesting habitat for the red-winged blackbird. The model is designed to rank the suitability of nesting habitat as would a biologist with expert knowledge about the reproductive requirements of the blackbird. The model should not be expected to rank habitats in the same way as population data because many nonhabitat-related criteria can significantly impact populations of wildlife species.

Model Description

Overview. The red-winged blackbird uses a variety of habitat layers throughout the year. Tall, dense, herbaceous vegetation seems to satisfy nesting, foraging, and cover requirements. The red-winged blackbird readily uses midstory and overstory layers of habitat at times but does not seem to be dependent on the presence of these layers.

The red-winged blackbird typically nests in tall (over 0.5 m), dense (undefined) herbaceous vegetation, although it occasionally nests in shrubs and trees. This nest site requirement is best met in herbaceous wetland habitats where nest sites are available in sturdy cattails over open, permanent water. Nesting requirements also can be met by suitable herbaceous vegetation in upland sites. Tall, sturdy, herbaceous stems or midstory or overstory components are used as display perches or observation posts. Red-winged blackbirds nesting in herbaceous wetland habitats may feed on insects associated with shrub, tree canopy, or herbaceous vegetation within the wetland or on insects associated with midstory and overstory canopies or in the grass understory outside the wetland boundary (Snelling 1968). Birds nesting in upland sites typically forage for insects in understory vegetation near the nest site.

This model attempts to evaluate the ability of a habitat to meet the food and reproductive needs of the red-winged blackbird during the nesting season. The logic used in this species-habitat model is described in Figure 1. The following sections document this logic and the assumptions used to translate habitat information for the red-winged blackbird into the variables selected for the HSI model. These sections also describe the assumptions inherent in the model, identify the variables used in the model, define and justify the suitability level of each variable, and describe the assumed relationships between variables.

FIGURE 1

Food and reproductive components (herbaceous wetland cover types). There are three conditions (A, B, and C) included in Figure 1. Condition A wetlands, with a minimum of 0.10 ha in emergent herbaceous vegetation, can be very productive nesting habitats for red-winged blackbirds if water is present throughout the year, water chemistry is favorable for photosynthesis, and abundant, persistent, emergent vegetation suitable for nest placement is present. The quality of such a wetland as nesting habitat for red-winged blackbirds can be estimated with the following five habitat variables.

Variable 1 (V1) refers to the type of emergent herbaceous vegetation available in the wetland.

V1 = 1.0 if emergent herbaceous vegetation is predominantly old or new growth of broad-leaved monocots, like cattails.

V1 = 0.1 if emergent herbaceous vegetation is predominantly narrow-leaved monocots or other herbaceous materials.

Variable 2 (V2) considers the water regime of the wetlands. The suitability index of V2 is 1.0 if the wetland is permanently flooded or intermittently exposed with water usually present throughout the year. This is a desirable condition because permanent water is necessary to support persistent populations of invertebrates that overwinter in various larval instars, maximizing the production of aquatic insects that emerge throughout the next spring and early summer. These insects seem to be the favored food source for blackbirds nesting in herbaceous wetlands (Orians 1980). The presence of permanent water within the wetland may reduce mammalian predation on nests of red-winged blackbirds (Robertson 1972).

V2 = 1.0 if water usually is present in the wetland throughout the year.

V2 = 0.1 if the wetland usually is dry during some portion of the year.

Variable 3 (V3) pertains to the abundance of carp (*Cyprinus carpio*) within the wetlands. Carp disturb submergent vegetation within the wetlands, which may destroy habitat for emergent aquatic insects (like Odonates) and reduce wetland food sources for blackbirds.

V3 = 1.0 if carp are absent from the wetland.

V3 = 0.1 if carp are present within the wetland.

Variable 4 (V4) in the model measures the abundance of larvae of emergent aquatic insects. The adult form of these species provides a potentially important food source for red-winged blackbirds nesting in wetland habitats. The biomass of these benthic invertebrates is variable within a herbaceous wetland at any one time, as well as between sampling periods (Hynes 1972). This biomass should not be regarded as a direct measure of productivity because production, in terms of both numbers and weight, is many times larger than that present at any one sample periods, and the assessment of numbers or biomass per unit of area presents formidable, perhaps insurmountable, difficulties (Hynes 1972). The presence or absence of suitable benthic invertebrates can be determined by sampling with a sieve net (Needham and Needham 1970) along the edge of clumps of emergent vegetation. Sampling is more likely to be accurate than inferences about the presence of benthic invertebrates based on measures of water chemistry that may inadequately consider pollutants that impact aquatic food chains. Inferences about the presence of benthic invertebrates based on the appearance of aquatic vegetation also are less accurate than sampling (Orians pers. comm.). Therefore, sampling to determine the presence or absence of important benthic invertebrates is the preferred assessment technique.

V4 = 1.0 if larvae of damselflies and dragonflies (Order Odonata) are present in the wetland.

V4 = 0.1 if larvae of damselflies and dragonflies are not present in the wetland.

Dense stands of emergent vegetation in wetlands prevent sunlight from penetrating to the water surface, which reduces aquatic productivity. A mat of vegetation can form a wetland "floor", which reduces the availability of arthropods to red-winged blackbirds and may result in increased nest predation. Open water, interspersed throughout the emergent herbaceous vegetation, supports submergent vegetation within the wetland boundary that can be used by aquatic insects as food and cover. The openings also provide an interface between emergent vegetation and open water, which increases the vegetation surface area available to emerging insects and foraging red-winged blackbirds and may increase the presence of potential nest sites. Blackbirds frequently nest on the edge of cattail clumps that border open water (Wiens 1965). They are highly territorial, and the number of territories in a wetland is assumed to be dependent on the quantity of edge between emergent vegetation and open water that is available for nest sites. An exact measure of the amount of edge within a wetland can be difficult and unreliable because of the highly dynamic nature of the herbaceous vegetation, resulting from water level fluctuations, life cycles of the vegetation, and activities of animals like muskrats (*Ondatra zibethica*). Measures of the patchiness of emergent herbaceous vegetation and open water within a wetland is represented by variable 5 (V5) in the model.

Blackbirds prefer patchy stands of cattails interspersed with areas of open water over dense homogeneous stands of cattails (Robertson 1972). Variable 5 is assumed to have a suitability index of 1.0 when the quantity of open water and emergent vegetation is about even (about 40% to 60%). Robertson (1972) found a nesting density of about 96 nests/ha in herbaceous wetland habitat when patchy vegetation was

about 41% of the total wetland area. Wetlands with large areas of emergent vegetation and small areas of open water receive relatively low SIs because of the small quantity of suitable nest sites. Case and Hewitt (1963) described the Inlet Valley Marsh in New York as a small, closed herbaceous wetland with upland trees and shrubs immediately adjacent for nesting and foraging sites. The red-winged blackbird nesting density in this herbaceous wetland was about 33/ha. Variable 5 is assigned an SI of 0.3 when a wetland is completely covered with emergent herbaceous vegetation, as described above.

Conditions where there are small areas of emergent vegetation and large areas of open water also receive a low SI because of the reduced availability of niche spaces. Moulton (1980) found red-winged blackbirds nesting in emergent vegetation along ditch banks that surrounded large areas of open water in rice (*Oryza sativa*) paddies in northern Minnesota. Nest densities averaged about 2.5 nests/ha of total wetland habitat, presumably because both nests and emergent vegetation were restricted to long, narrow strips of edge. The territorial behavior of red-winged blackbirds may have restricted the nest density along the ditch banks. An SI of 0.1 is assigned to V5 for wetland habitats with a limited amount of emergent herbaceous cover. The SI's for wetlands with different amounts of emergent herbaceous vegetation are listed below. User's can interpolate between listed values as needed.

V5 = 1.0 if the wetland area contains about an equal mix of emergent herbaceous vegetation and open water.

V5 = 0.3 if the wetland area is covered by a dense stand of emergent herbaceous vegetation.

V5 = 0.1 if the wetland area contains a few patches of emergent herbaceous vegetation and extensive areas of open water.

Condition B wetlands are wetlands that are likely to be dry sometime during the year or that do not have an aquatic insect resource. These wetlands may still provide some habitat for nesting red-winged blackbirds. Blackbirds will tend to use the available emergent vegetation as nest sites and rely on vegetation surrounding the wetland as a foraging substrate. The distance that red-winged blackbirds will fly from wetlands to forage on insects in upland habitats is not known. In this model, only foraging sites within 200 m of wetlands that contain nest sites are assumed to be useful to blackbirds. The quality of a wetland without permanent water or an aquatic insect resource is assumed to be no better than the quality of available foraging sites outside the wetland (V6). Wetlands that only have upland habitats with understory vegetation (such as old fields, pastures, or hay fields) available as foraging substrates are given an SI of 0.1. Wetlands near uplands that have a deciduous midstory or tree canopy as a foraging substrate are assumed to have an SI of 0.4. Red-winged blackbirds nesting in one herbaceous wetland will forage on insects in other, close-by, herbaceous wetlands (Holm 1973). Condition B wetlands situated within 200 m of a condition A herbaceous wetland that has an emergent aquatic insect fauna (Odonates) and undefended foraging areas are given an SI of 0.9.

V6 = 0.1 if the only suitable foraging substrate is an understory layer.

V6 = 0.4 if the suitable foraging substrates include a midstory and/or an overstory layer.

V6 = 0.9 if the suitable foraging area is a condition A wetland.

Food and reproductive components (upland cover types). Upland habitats (Fig. 1; condition C) frequently are less productive than are wetland habitats. The number of young red-winged blackbirds fledged per territory may be as large in upland sites as in some wetland habitats (Dolbeer 1976). The number of young fledged/ha in upland sites, however, frequently is less than 10% of the number fledged/ha in good

quality wetland habitat. For example, Robertson (1972) reported 133 young fledged/ha in one wetland study area, while only 5 young fledged/ha in nearby upland sites. The nesting density in the wetland habitat, with patches of emergent, herbaceous vegetation interspersed with patches of open water, was about 10 times higher than in upland habitats. Robertson found about 100 red-winged blackbird nests/ha in suitable wetland habitat, 2 to 13 nests/ha in hay fields, and 0.1 nests/ha in a Christmas tree plantation.

Robertson's (1972) data on the numbers of nests/ha and young fledged/ha suggest that, if the best wetland habitats have an HSI of 1.0, the best upland sites may have an HSI of about 0.1. Graber and Graber (1963) determined that summer populations of red-winged blackbirds (number/40 ha) in Illinois from 1958 to 1959 were 301 birds in herbaceous wetlands (whether condition A or B is unknown), 342 birds in edge shrubs, 204 birds in sweet clover, 158 birds along drainage ditches, 134 birds in mixed hay, 89 birds in red clover (*Trifolium pratense*), 65 birds in oat (*Avena sativa*) fields, 64 birds in ungrazed grasslands, 58 birds in alfalfa, 30 birds in wheat (*Triticum aestivum*), 27 birds in fallow fields, 24 birds in pastureland, 23 birds in shrub-grown areas, 5 birds in corn fields, and 3 birds in soybeans (*Glycine max*). The observed nest densities would not exceed the values measured by Robertson (1972) for upland habitats even if all of the birds in each of these different habitat types were nesting females.

The type of upland cover available as nest sites for the red-winged blackbird is represented by V7 in the model. Red-winged blackbirds nest in a wide variety of upland sites. For example, blackbirds nested in hay fields and old fields, but not in tilled and fallow fields, in southern Michigan (Albers 1978). Important characteristics of upland nest sites include the presence of dense, tall, herbaceous vegetation, the availability of fence posts and other structures that serve as display perches for males and as observation posts for both males and females, and a proximity to open water (Joyner 1978). Specific information on the preferred proximity of nest sites in upland habitats to open water were not found in the literature.

Variable 7 (V7) describes the availability of dense, sturdy herbaceous vegetation in formland, grassland, and pasture/hayland upland sites. Variable 7 has a habitat suitability index of 0.1 if the herbaceous vegetation is dense and tall, like sweet clover (*Melilotus* spp.), mixed hay, alfalfa, and coarse weeds, which provide suitable nest sites and protective cover. Variable 7 has a suitability index of 0.0 if the habitat site has some other surface cover, such as cut or fallow fields, agricultural fields, woodlots, or tilled soils.

V7 = 0.1 if upland habitat provides dense, tall, herbaceous vegetation.

V7 = 0.0 if upland habitat has some other surface cover.

Early nests of red-winged blackbirds in upland sites are more productive than are late nests (Dolbeer 1976). Early nests are placed in robust, dense, old herbaceous growth. Activities that are destructive to this vegetation, such as mowing, heavy grazing pressure, or burning, reduce habitat suitability for red-winged blackbirds. The occurrence of disturbances that might impact nesting success in upland cover types is included as V8 in the model.

V8 = 0.1 if disturbances, such as mowing, heavy grazing, or burning, do not occur to the potential habitat site in most years.

V8 = 0.0 disturbances occur to the potential habitat site in most years.

HSI determination. Three types of habitat conditions (A, B, and C) are described in Figure 1. Condition A represents a wetland that contains the preferred vegetative structure for nest placement, permanent water that supports a population of emergent aquatic insects that are available as food, the absence of

carp, and the interspersed open water within emergent herbaceous vegetation. The equation combining the SIs for VI to VS to estimate an HSI for condition A wetlands is:

$$\text{HSI} = (\text{V1} \times \text{V2} \times \text{V3} \times \text{V4} \times \text{V5})$$

Condition B habitats (Fig. 1) are wetlands where the emergent herbaceous vegetation does not have the preferred structure, there is no permanent water, carp are present, or benthic invertebrates are absent. Condition B habitats have a basic SI of 0.1, determined by the 0.1 SI for the unsuitable conditions of V1, V2, V3, or V4. The basic SI of 0.1 can be increased if suitable foraging substrate is available outside the boundary of the wetland. Food sources are considered more limiting if only an understory layer is available than if deciduous midstory and/or overstory layers also are available as foraging surfaces. A condition B habitat may be of highest value to red-winged blackbirds if the birds can readily feed on emergent aquatic insects in a nearby condition A herbaceous wetland habitat. The equation for estimating the HSI for condition B habitats is:

$$\text{HSI} = (0.1 \times \text{V6})^{1/2}$$

Condition C habitats are upland sites, like grass, forb, and pasture/hayland cover types. Their HSI'S, which will be either 0.1 or 0, are described by the following equation:

$$\text{HSI} = (\text{V7} \times \text{V8})^{1/2}$$

The measure of habitat quality represented by the HSI actually reflects an estimate of the quantity of niche space available to the blackbird. Habitats with higher HSIs are assumed to contain more niche space than habitats with lower HSI'S. More niche space in a habitat frequently means that more individuals will occur in that habitat.

Application of the Model

Summary of model variables. This model can be applied by interpreting a recent, good quality, aerial photograph of the assessment area and making selected field measurements. The habitat to be evaluated is outlined on the aerial photograph. Each wetland within the assessment area is identified and a 200 m zone drawn around its perimeter. The wetlands within the assessment area are evaluated, on a per ha basis, with field observations and measurements that determine: (1) the type of emergent vegetation present; (2) the probable permanency of the water; (3) the presence or absence of carp; (4) the presence or absence of larval stages of emergent aquatic insects; (5) the mix of open water and emergent herbaceous vegetation; and (6) the nature of vegetative cover within 200 m surrounding the wetland (Fig. 2). The proportion of open water and emergent herbaceous vegetation within the wetland is estimated from a map made after boating or wading through the wetland. The presence of benthic invertebrates is determined from field sampling. Upland habitats within the assessment area are evaluated by ground truthing to determine cover types and land-use practices. Habitat conditions, like the presence of dense, tall herbaceous cover and the probability that disturbances such as grazing, burning, mowing, and tilling will occur during the March to July nesting season, are noted.

Definitions of variables and suggested field measurement techniques are provided in Figure 3.

Model assumptions. I have assumed that it is possible to synthesize results from many studies conducted in different seasons of the year different locations in North America into a model years, and a wide variety of nest sites throughout North America into a model describing the relative quality of breeding

habitat for the red-winged blackbird. My basic assumptions about habitat criteria important to red-winged blackbirds are based on descriptive and correlative relationships expressed in the literature. My descriptors of habitat quality will obviously be in error if authors made incorrect judgements or measurements or if I have emphasized the wrong data sets or misinterpreted the meaning of published data.

I have assumed that the quality of some wetland habitats exceeds the quality of best upland habitats. This assumption was based largely on quality of the blackbirds fledged per hectare of wetland and upland habitats. I compiled and analyzed characteristics of wetland habitats that seemed to distinguish habitats where varying numbers of red-winged blackbirds were fledged. I assumed that I could meaningfully bound the size of study areas to be evaluated as nesting habitat as ≥ 0.1 ha for wetland sites and $\exists 1.0$ ha for suitable upland sites. I arbitrarily selected distances (200 m) that blackbirds might fly from their nests in wetlands to forage on insects and seeds in surrounding vegetative cover. I assumed that the presence of dense, tall, herbaceous cover reasonably close to water, coupled with a strong probability that the dense cover would remain relatively undisturbed during the breeding season, would adequately indicate the value of upland habitats as nest sites for the red-winged blackbird.

The values for Variables 1 through 8 are estimates. The ecological information available does not seem sufficient to suggest: (1) other pertinent variables; (2) more appropriate values for the present variables; or (3) more definitive interrelationships between the variables. Finally, I have assumed that the multiplicative relationship described in the model is appropriate summary statement to provide a Habitat Suitability Index that reflects the relative importance of different habitats as nest sites for the red-winged blackbird.

Figure 3. Definitions of variables and suggested measurement techniques.

<u>Variable (definition)</u>	<u>Cover type</u>	<u>Suggested technique</u>
VI Type of emergent	HW	Identify the dominant species of emergent herbaceous vegetation in the wetland. Determine if the dominant species is a broad-leaved monocot.
V2 Water regime	HW	Determine whether or not water will be retained in the wetland throughout the year in most years; use, if possible, indicators like muskrat houses and fish. Evaluate records describing permanence and level of water in wetland. Determine the classification type of wetland if the wetland has been classified.
V3 Abundance of carp within the wetland.	HW	Determine presence of carp by seining, using local data about presence of carp within wetland or observations to see if water is clear or generally murky, as it is when carp are feeding.

V4	Abundance of larval	HW	Collect insect larvae by dragging astages of emergent aquatic sieve net along water bottom near edge insects(Order Odonata) of clumps of emergent herbaceous within the wetland. vegetation. Sampling is done for some fixed time period. A second sampling procedure involves kicking up the substratum at the edge of clumps of emergent herbaceous vegetation in front of the mouth of a net in some standardized manner (Hynes 1972:240). The collected invertebrates are sorted and identified by comparison with illustrations in an appropriate manual (like Needham and Needham 1970) to determine the presence of damselfly and dragonfly larvae (Order Odonata).
V5	Percent emergent	HW	Determine the mix of open water and herbaceous canopy emergent herbaceous vegetation within the wetland study area. Estimate the mix from a map prepared after wading, walking, or boating through the wetland or from a map made from a recent, high quality, aerial photograph
V6	Types of foraging sites	HW	Use map measurer (Hays et al. 1981) available outside the wetland. to determine if another wetland with an emergent aquatic insect population occurs within 200 m of nest sites within the wetland being evaluated. Map vegetation within 200 m of the wetland and determine, using a dot grid (Hays et al. 1981) or a planimeter, if deciduous midstory and overstory layers comprise at least 10% cover when projected to the ground surface. If midstory and/or overstory do not provide at least 10% cover, and a condition. A wetland does not occur within 200 m of the wetland being evaluated assume only the understory layer is available as a foraging substrate.
V7	Presence of dense, sturdy	F,G,P/H	Interpret the aerial photograph or a herbaceous vegetation Vegetation on-site map prepared from the aerial photograph to determine areas of upland herbaceous vegetation. Ground truth to determine types of herbaceous vegetation occurring in the upland within the assessment

area and determine if tall, dense, herbaceous cover covers at least 10% of the surface area.

V8 Occurrence of disturbances F,G,P/H Ground truth to predict past and future like grazing, mowing, burning, land-use practices (types of and tilling on potential upland disturbances that may impact nesting nest sites. success).

SOURCES OF OTHER MODELS

Weatherhead and Robertson (1977) identified and quantified some parameters that affected the nesting success of red-winged blackbirds in wetland habitats in Ontario, Canada. They determined that nesting success, as judged by numbers of young fledged per female, was positively correlated with territory quality scores based on nest placement. Nesting success seemed to be related to four parameters: (1) water depth within the wetland; (2) height of nest above the herbaceous wetland floor; (3) relative openness of nesting cover within the wetland; and (4) the identity of the support vegetation holding the nest. Two of these variables are represented in the present model of habitat suitability for the red-winged blackbird: (1) presence or absence of permanent water; and (2) the relative openness of vegetation within flooded herbaceous wetlands. No other models for use in predicting the quality of nesting habitat for red-winged blackbirds were found in the literature.

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HABITAT SUITABILITY INDEX MODELS: GREAT EGRET

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PREFACE

The habitat suitability index (HSI) model for the great egret presented in this report is intended for use in the habitat evaluation procedures (HEP) developed by the U.S. Fish and Wildlife Service (1980) for impact assessment and habitat management. The model was developed from a review and synthesis of existing information and is scaled to produce an index of habitat suitability between 0 (unsuitable habitat) and 1.0 (optimally suitable habitat). Assumptions used to develop the HSI model and guidelines for model applications, including methods for measuring model variables, are described.

This model is a hypothesis of species-habitat relations, not a statement of proven cause and effect. The model has not been field tested, but it has been applied to three hypothetical data sets that are presented and discussed. The U.S. Fish and Wildlife Service encourages model users to convey comments and suggestions that may help increase the utility and effectiveness of this habitat-based approach to fish and wildlife management. Please send any comments or suggestions you may have on the great egret HSI model to the following address.

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ACKNOWLEDGMENTS

Earlier versions of the habitat suitability index model and narrative for the great egret were reviewed by Dr. R. Douglas Slack and Jochen H. Wiese. The model's structure and functional relationships were thoroughly evaluated by personnel of the U.S. Fish and Wildlife Service's (FWS) National Coastal Ecosystems Team. Model and narrative reviews were also provided by FWS Regional personnel.

GREAT EGRET (*Casmerodius albus*)

INTRODUCTION

The great egret, also called common egret or American egret, is a large white heron in the order Ciconiiformes, family Ardeidae. Great egrets stand 37-41 inches tall and have a wing spread to 55 inches (Terres 1980). The species is associated with streams, ponds, lakes, mud flats, swamps, and freshwater and salt marshes. The birds feed in shallow water on fishes, amphibians, reptiles, crustaceans and insects (Terres 1980).

Distribution

The great egret is a common breeding species in all coastal areas south from southern Oregon on the Pacific coast and from Maine on the Atlantic coast; in riverine, palustrine and estuarine habitats along the coast of the Gulf of Mexico; and in the Eastern-Central United States (Palmer 1962; Erwin and Korschgen 1979; American Ornithologists' Union 1983). The great egret undergoes an extensive postbreeding dispersal that extends the range of the species to most of the United States exclusive of the arid Southwest (Byrd 1978). Young birds hatched in Gulf coast colonies tend to move northward for a short period (Byrd 1978; Ogden 1978). However, with the onset of colder weather most great egrets and other herons migrate south and many winter along the gulf coast in Texas, Louisiana, and Florida (Lowery 1974; Oberholser and Kincaid 1974; Byrd 1978). Analysis of banding data indicates that many birds winter in Cuba, the Bahamas, the Greater and Lesser Antilles, Mexico, and Central America (Coffey 1948). Lowery (1974) suggested that during severe winters, a higher proportion of the population winters farther south.

Life History Overview

Great egrets nest in mixed-species colonies that number from a few pairs to thousands of individuals. A colony may include other species of herons, spoonbills, ibises, cormorants, anhingas, and pelicans. Colony and nest-site selections begin as early as December along the gulf coast, but most great egrets do not initiate nesting activities until mid-February or early March (Bent 1926; Oberholser and Kincaid 1974; Chaney et al. 1978; Morrison and Shanley 1978). Eggs have been recorded from March through early August, and young have been observed in nests from mid-May through late August (Oberholser and Kincaid 1974; Chaney et al. 1978). Clutch size varies from one to six eggs per nest, but three to four eggs is most common (Bent 1926). Incubation period in a Texas colony ranged from 23 to 27 days (Morrison and Shanley 1978). The first flights of young have been noted about 42 days after hatching (Terres 1980).

SPECIFIC HABITAT REQUIREMENTS

Food and Foraging Habitat

Fish constitute up to 83% of the great egret's diet (Hoffman 1978). Most fish taken by great egrets are minnow-sized 3.9 inches, but fish up to 14 inches can be captured and swallowed (Willard 1977; Schlorff 1978). Other major food items include insects, crustaceans, frogs, and snakes, while small mammals, small birds, salamanders, turtles, snails, and plant seeds are occasionally taken (Baynard 1912; Bent 1926; Hunsaker 1959; Palmer 1962; Genelly 1964; Kushlan 1978b).

Little specific information exists on the food habits of various age classes of great egrets. An adult great egret weighing 32.3 ounces (oz) (Palmer 1962) may require approximately 3.9 oz of food per day (estimated by using the wading bird weight-daily food requirement model proposed by Kushlan 1978b). Daily food requirements are undoubtedly higher during the nesting season when adults are feeding young (Kushlan 1978b).

Great egrets usually forage in open, calm, shallow water areas near the margins of wetlands. They show no preference for fresh-, brackish, or saltwater habitat. Custer and Osborn (1978a,b) found that feeding habitat selection in coastal areas of North Carolina varied daily with the tidal cycle. During low tide, great egrets fed in estuarine seagrass beds. During high tide, freshwater ponds and the margins of *Spartina* marshes were used. Inland, great egrets feed near the banks of rivers or lakes, in drainage ditches, marshlands, rain pools (Bent 1926; Dusi et al. 1971; Kushlan 1976b), and occasionally in grassy areas (Weise and Crawford 1974). Feeding sites are generally not turbid and are fairly open with no vegetative canopy and few emergent shoots (Thompson 1979b).

Great egrets forage singly, in single-species groups, and in mixed-species associations (Kushlan 1978b). Great egrets generally fly alone to feeding sites (Custer and Osborn 1978a,b) and may use the same feeding site repeatedly. The density and abundance of fish at a given location in estuarine habitats may vary with season, time of day, tidal stage, turbidity, and other factors. If feeding success is low, great egrets may move to other areas (Cypert 1958; Schlorff 1978) and join other conspecifics in good feeding habitats (Custer and Osborn 1978a,b). Most instances of group feeding have been observed during specific environmental conditions, such as lowered water levels, that tend to concentrate prey (Kushlan 1976a,b; Schlorff 1978).

Meyerrieks (1960, 1962) and Kushlan (1976a, 1978a, b) provided detailed information on hunting techniques employed by great egrets. The "stand-and-wait" and "slow-wade" methods are used most frequently. Because of their long legs, great egrets can forage in somewhat deeper water than most other herons. In New Jersey, foraging depths ranged from 0 (standing on the bank while fishing) to 11 inches, but depths ranging from 4 to 9 inches were most commonly used (Willard 1977). In North Carolina, great egrets fed in water with a mean depth of 25.1 cm (9.8 inches) in *Spartina* habitat and of 6.8 inches in non-*Spartina* habitat (Custer and Osborn 1978b). Mean water depth was 7.9 inches for foraging great egrets in California (Hom 1983). In addition to wading, great egrets can feed by alighting on the surface of deep waters to catch prey, a method rarely employed (Reese 1973; Rodgers 1974, 1975).

Although recent declines of great egret populations in the central coastal region of Texas occurred simultaneously with declines in coastal marine and estuarine fish populations (Chapman 1980), no causal relationship has been proven. At present there are no known management practices that provide suitable food alternatives for piscivorous species, such as the great egret, during periods of fish population decline. Known fish nursery and feeding areas need protection from destruction or habitat alteration to ensure adequate prey populations for fish-eating birds.

Water

The physiologic water requirement of great egrets is probably met during feeding activities in aquatic habitats (Dusi et al . 1971). Water depth affects the quantity, variety, and distribution of food and cover; great egret food and cover needs are generally met between the shoreline and water 1.6 feet deep (Willard 1977).

Interspersion

Suitable habitat for the great egret must include (1) extensive shallow, open water habitat from 4 to 9 inches deep (Willard 1977); (2) food species present in sufficient quantity (Custer and Osborn 1977); and (3) adequate nesting or roosting habitat close to feeding habitat. Most great egrets at a colony in North Carolina flew less than 2.5 miles from nesting colonies (and presumably, from roosting sites) to feeding areas (Custer and Osborn 1978a), but flight distances of up to 22.4 miles have been recorded in the floodplain of the Upper Mississippi River (Thompson 1979b).

Several heronries may be close together. Great egrets from one colony may fly over or near an adjacent colony, but rarely feed in the same areas as conspecifics from the adjacent colony (Thompson 1979b).

HABITAT SUITABILITY INDEX (HSI) MODELS

Model Applicability

Geographic area. The habitat suitability index (HSI) models in this report were developed for application in coastal wetland habitats in Texas and Louisiana. Because there are few differences in habitat requirements along the Atlantic coast, the remainder of the gulf coast, and inland sites in the Southeastern United States, the HSI models may also be used to evaluate potential habitat in those areas.

Season. This model will produce an HSI values based upon habitat requirements of great egrets during the breeding season (February to August). Because there is no apparent seasonal difference in feeding habitat preference and because winter nocturnal roosts are similar to nesting sites, the HSI models may also be used to evaluate winter habitat for the great egret.

Cover types. Great egrets nest on upland islands and in the following cover types of Cowardin et al. (1979): Estuarine Intertidal Scrub-Shrub wetland (E2SS), Estuarine Intertidal Forested wetland (E2FO), Palustrine Scrub-Shrub wetland (PSS) (including deciduous and evergreen subclasses), and Palustrine Forested wetland (PFO) (including deciduous and evergreen subclasses). Great egrets may also feed in these wooded wetlands, but preferred feeding areas may be any one of a wide variety of wetland cover types.

Minimum habitat area. Minimum habitat area is defined as the minimum amount of contiguous suitable habitat required before an area can be occupied by a particular species. Specific information on minimum areas required by great egrets was not found in the literature. If local information is available to define the minimum habitat area, and less than this amount of area is available, the HSI for the species will be zero.

Verification level. The output of these HSI models is an index between 0 and 1.0 that is believed to reflect habitat potential for great egrets. Two biologists reviewed and evaluated the great egret HSI model throughout its development: Dr. R. Douglas -Slack, Texas A&M University, College Station, and Jochen H. Wiese, Environmental Science and Engineering Company, Gainesville, Florida. Their recommendations were incorporated into the model-building effort. The authors, however, are responsible for the final version of the models. The models have not been field-tested.

Model Descriptions

Feeding HSI model. Great egret feeding habitat suitability is related to prey availability. Habitat suitability is optimal when two conditions are met: (1) the populations of minnow-sized fish are high; and (2) shallow open water (necessary for successful prey capture), aquatic vegetation (necessary for prey survival and reproduction), and deeper water are present in a ratio that maximizes prey density and minimizes hunting interference. Use of this model assumes that deep or permanent water environments are not limiting in coastal habitats and that fish populations are distributed uniformly. Because great egrets hunt a variety of species in many different habitat types, a general approach to modeling feeding habitat suitability is presented. Suitability of all wetland cover types for feeding is determined by integrating two factors: (1) the abundance of prey and (2) the accessibility of prey.

The abundance of prey is determined by the ability of the habitat to support the major prey species, especially minnow-sized fish. It is assumed that the abundance of major prey species is related to the primary and secondary productivity of the aquatic habitat; however, few field studies have documented this relationship. The model assumes that prey abundance is not limiting in coastal habitats. Therefore, the accessibility of prey is used as the indicator of feeding habitat suitability.

The accessibility of prey is determined by water depth and percentage cover of aquatic vegetation. A wetland with 100% of its area covered by water 4-9 inches deep is assumed to be optimal for feeding by great egrets (V_1). Although an absence of submerged or emergent vegetation would render fish species most vulnerable to capture, it is unlikely that many prey species would use such an area because it totally lacks cover. The model assumes, therefore, that optimal conditions for both the occurrence and susceptibility to capture of prey species exist when 40%-60% of the wetland substrate is covered by submerged or emergent vegetation (V_2). When such vegetation is lacking, the habitat has a low value for feeding great egrets because small fish may use unvegetated water that is too shallow for their larger aquatic predators.

	<u>Habitat variable</u>	<u>Component</u>
V ₁	Percentage of area with water 10-23 cm deep.	

Food

HSI
(Feeding)

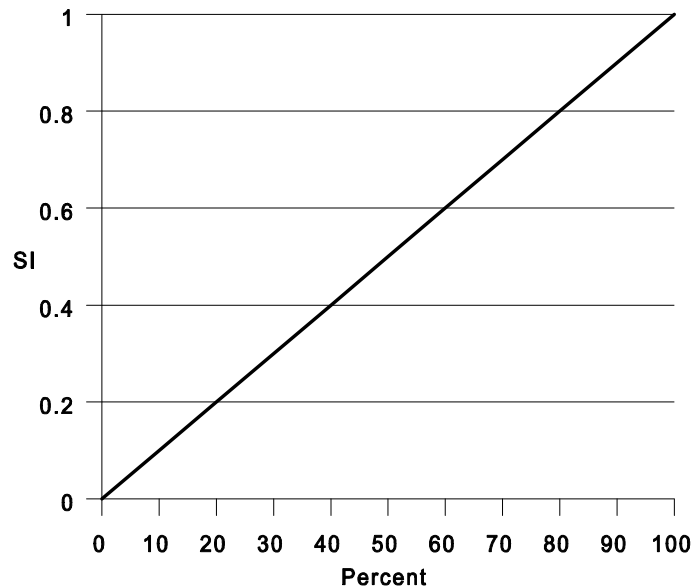
V₂ Percentage of submerged or emergent vegetation cover in zone 10-23 cm deep.

Suitability Index (SI) Graphs for Model Variables

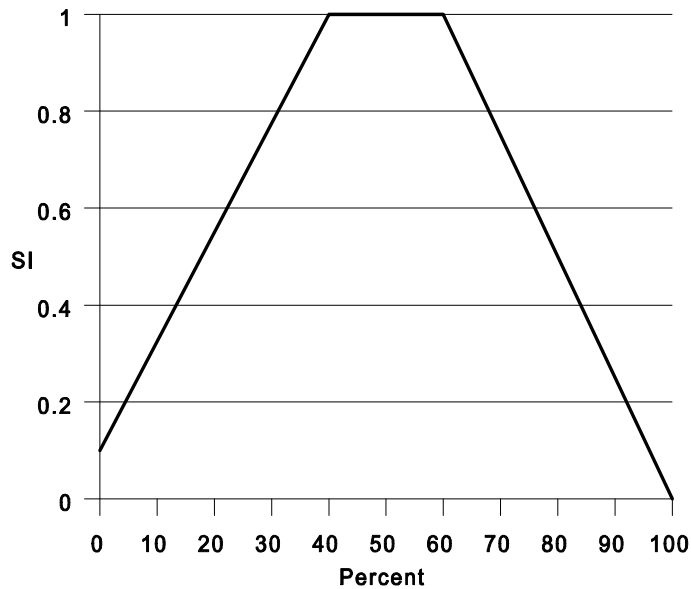
This section provides graphic representation of the relationship between habitat variables and habitat suitability for the great egret in wetland (see Table 2 for abbreviations) and upland (U) cover types. The SI values are read directly from the graph (1.0 = optimal suitability, 0.0 = no suitability) for each variable.

The SI graphs are based on the assumption that the suitability of a particular variable can be represented by a two-dimensional linear response surface. Although there may be interdependencies and correlations between many habitat variables, the model assumes that each variable operates independently over the range of other variables under consideration.

V₁ Percentage of study area with water 4-9 inches deep. In tidal areas, use depth at mean low tide. In nontidal areas, use average summer conditions.



V₂ Percentage of substrate in zone 4-9 inches deep covered by submerged or emergent vegetation.



Feeding HSI.

$$HSI = \frac{V_1 + V_2}{2}$$

Data representing three hypothetical study areas for great egret were used to calculate sample HSI values. The HSI values obtained are believed to reflect the potential of the areas to support feeding or nesting great egrets.

Field Use of Models

The level of detail needed for application of these models will depend on time, money, and accuracy constraints. Detailed field sampling of all variables will provide the most reliable and replicable HSI values. Any or all variables can be estimated to reduce the amount of time or money required to apply the models. Increased use of the subjective estimates decreases reliability and replicability, and these estimates should be accompanied by appropriate documentation to insure that decision makers understand both the method of HSI determination and quality of data used in the model. Techniques for measuring habitat variables included in the great egret HSI models are suggested in Table 5.

A project area may contain both potential feeding and nesting habitat. To decrease the cost and time necessary to evaluate the area, assume that food is not limiting and apply only the nesting HSI model. This recommendation is based upon the following assumptions: (1) in most coastal areas of Texas and Louisiana, aquatic habitats suitable for feeding are abundant and are, therefore, less of a limiting factor to great egrets than are suitable nesting sites; and (2) nesting value is easier and more accurately estimated by using subjective methods than is food value. The variables used to measure food use of past colony sites, and (2) the enhancement of a site by the presence of other herons. These two factors are usually, but not always, interrelated. Great egrets tend to use the same colony site in successive years until the site is degraded, and the site may include great blue herons. When applying the HSI model, the user should be aware that an area known to be used by great egrets (or great blue herons) is more likely to be used in future years than an area with an equal HSI value not known to have a history as a colony site.

Table 5. Suggested measurement techniques for habitat variables used in the great egret HSI models.

Variable	Suggested technique
V ₁	The percentage of the area with water 4-9 inches deep can be determined by line transect sampling of water depth.
V ₂	The percentage of substrate in the 4-9 inches water depth zone covered by submerged or emergent vegetation can be determined from available cover maps, aerial photographs, or by line transect sampling.

HABITAT SUITABILITY INDEX MODEL
CALIFORNIA VOLE (*Microtus californicus*)

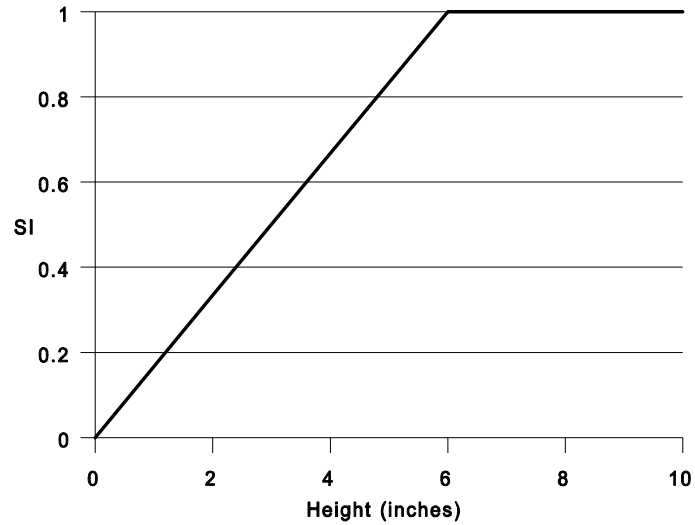
U.S. Fish and Wildlife Service
Division of Ecological Services
Sacramento, California

<u>Cover-Type</u>	<u>Life Requisite</u>	<u>Habitat Variable</u>
Annual Grassland Seasonal Wetland	Food/Cover Reproduction	Height of herbaceous vegetation (V1) Percent cover of herbaceous vegetation (V2) Soil Type (V3)
Riparian Woodland Oak Woodland	Reproduction Food/Cover	Height of herbaceous vegetation (V1) Percent cover herbaceous vegetation (V2) Soil Type (V3) Presence of logs and other types of cover (V4)

<u>Variable</u>	<u>Cover-Type</u>	<u>Sampling Technique</u>
V1 - Height of herbaceous	Annual Grassland Oak Woodland Riparian Woodland Seasonal Wetland	Average vegetation height in 1 m ² quadrat
V2 - Percent cover of herbaceous vegetation	Annual Grassland Seasonal Wetland Oak Woodland Riparian Woodland	1 m ² quadrat
V3 - Soil Type	Annual Grassland Seasonal Wetland Oak Woodland Riparian Woodland	Site inspection County Soil Survey
V4 - Presence of logs and other types of cover	Annual Grassland Seasonal Wetland Oak Woodland Riparian Woodland	Visual inspections Sample point

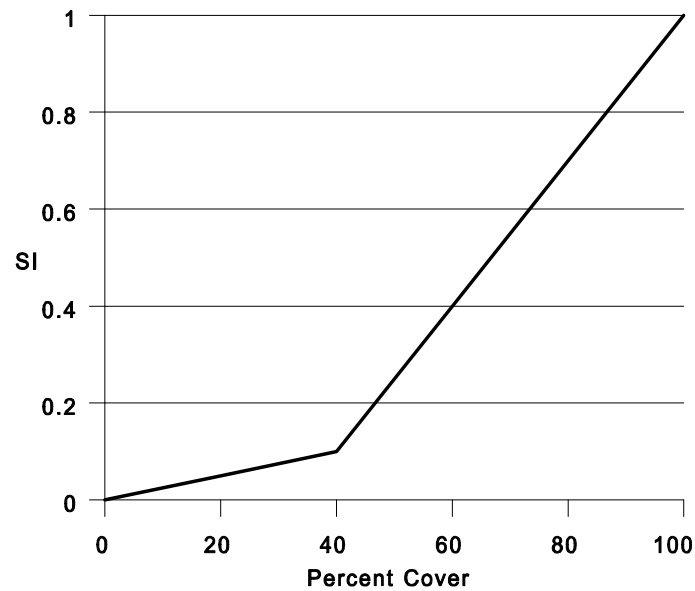
Variable 1: Height of herbaceous vegetation.

Assumes: California voles require relatively tall herbaceous vegetation for both food (Gill 1977, Batzil 1986) and cover (Ingles 1965). Herbaceous vegetation ≥ 6 in tall is considered optimum.



Variable 2: Percent cover of herbaceous vegetation.

Assumes: Relatively dense herbaceous vegetation is needed for cover percent cover ≥ 100 percent is considered optimum (CDFG undated).



Variable 3: Soil type

Assumes: Friable soils such as silts and loams are optimum because voles can dig their burrows (Ingles 1965). Soils such as sands and clays are not optimum.

Suitability Index (SI)

SI = 1.0 if soil type is silty or loamy and friable.

SI = 0.5 if soil type is not silty or loamy and is moderately friable

SI = 0.2 if soil type is not silty or loamy and is not friable.

Variable 4: Presence of logs and other cover types within the sample area.

Assumes: California voles will use logs, brush piles, and rocks for cover in addition to their burrows (California Department of Fish and Game). These sources of cover are more important in woodland habitats than grassland and wetland habitats.

SI = 1.0 logs, brush piles, and rocks are abundant and well distributed throughout the sample site (e.g., ≥ 4 per sample site).

SI = 0.7 if logs, brush piles, and rocks are moderate abundant and distributed throughout the sample site (e.g., 2-4 per sample site).

SI = 0.4 logs, brush piles, and rocks are absent or sparsely distributed throughout the sample site (≤ 1 per sample site).

SI = 0.1 if logs, brush piles, matted vegetation, and/or rocks are absent From sample area.

HSI Determination

For annual grasslands and seasonal wetlands.

$$HSI = \frac{V_1 + V_2 + V_3}{3}$$

For oak woodlands and riparian woodlands:

$$HSI = \frac{V_1 + V_2 + V_3 + V_4}{4}$$

All variables are assumed to contribute equally to the availability of a given habitat type for the California vole. Water is assumed not be a limiting factor and is represented by the herbaceous vegetation variables.

Model Applicability

This model is a hypothesis of the relationships between various attributes of grassland, wetland, and oak riparian woodland habitats and the suitability of these habitats to California voles. The model is designed for use in the Central Valley of California up to 2,500 feet in elevation. California voles are permanent year-round residents, and this model can be applied to these habitats at all times of the year.

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HABITAT SUITABILITY INDEX MODEL
Plain Titmouse (*Parus inornatus*)

by
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U.S. Fish and Wildlife Service
Division of Ecological Services
Sacramento, California

June 1989

Habitat Use Information

General

The plain titmouse inhabits oak and piñon-juniper woodlands from Oregon south and west to Texas. It is a year-round resident, and maintains a territory throughout the year. The species is generally a secondary cavity nester, although it may occasionally excavate its own hole.

Food

As a group, titmice take a wide variety of foods, but they are considered insectivorous during the summer, and consumers of fruit, seeds, and some insects in the winter (Ferrins 1979). Root (1967 - cited by Verner 1979), found that a large proportion of their food consisted of plant material and arthropods living on the bark of trees. Wagner (1981) found the plain titmouse took a great variety of arthropod taxa.

The titmouse is primarily a bark forager, although it also forages on tree foliage and occasionally on the ground (Hertz et. al. 1976). Most foraging by this species is done between 0-30 feet (0-9 m) of the ground (Wagner 1981; Hertz et. al. 1976). Hertz et al. found that plain titmice showed a preference for foraging in blue oaks (*Quercus douglasii*) over coast live oaks (*Q. agrifolia*). Hertz et. al. (1976) attributed the avoidance of live oaks to their smooth bark which is poor habitat for arthropods. Block and Morrison (1986) also found the titmouse to use blue oaks more than valley oaks (*Q. lobata*), black oak (*Q. kelloggii*), and canyon live oak (*Q. chrysolepis*) for foraging at Tejon Ranch, California. The plain titmouse will forage extensively in live oaks however, especially when other oak species are not present (Dixon 1964).

Reproduction

The plain titmouse is a secondary cavity nester, nesting in natural cavities, old woodpecker holes, or nest boxes. It prefers natural cavities over excavated cavities (Wilson, pers. comm.). Bent (1946) reported nests from 3-32 feet (1-10 m) above the ground. Bent, citing Dawson (1923), reported the titmouse to occasionally excavate its own nest cavity in blue oaks. The plain titmouse prefers wooded areas with intermediate to high percentage canopy coverage dominated by blue, live and valley oaks (Verner and Boss 1980).

Cover

Cover is provided by the oak woodlands and riparian areas in which the plain titmouse lives. Roost sites are provided by natural cavities, old woodpecker holes, or by dense foliage which simulates a cavity (Dixon 1949).

Interspersion

Plain titmice maintain year-round territories. Three territories observed by Hertz et. al. (1976) averaged 2.0 acres (0.8 ha) in California oak woodland. Dixon (1949) found 12 territories ranged located primarily in live oak woodland. These territories ranged in size from 3.3-12.5 acres (1.3-5.1 ha) with an average size of 6.3 acres (2.6 ha). According to Dixon (1956) 2.5 acres (1.0 ha) would probably be close to an absolute minimum size for a territory.

Water Requirements

In a study by Williams and Koenig (1980), the plain titmouse was classified as an occasional drinker.

Model Applicability

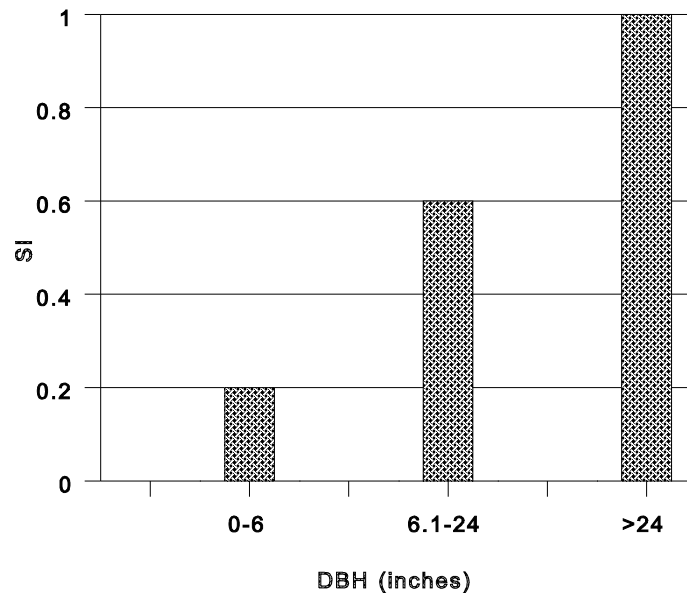
This model was developed for use in evaluating habitat suitability of oak savannah, oak woodland, and riparian woodland in Merced, Fresno, Stanislaus, and San Benito Counties in California from 500 - 2,500 ft in elevation. The basic assumptions for using the model are that meeting the reproductive needs of the plain titmouse will take care of its cover and food needs throughout the year. This assumption seems warranted. Verner (1979) believes that proper management for oaks for breeding birds should also provide the habitat needs for species that use oaks at other times of the year. In addition, it is assumed that water is not a limiting factor. It is assumed that the model is valid for use in riparian areas as well as the oak woodlands despite the fact that the model was initially developed for oak woodlands.

Model Description

Little quantitative data were found on the habitat needs of the plain titmouse. The most useful information was the information on habitat factors related to breeding for the species presented by Ohmann and Mayer (1986). Using data from the California Wildlife Habitat Relationships data base and the Forest Inventory and Analysis Research Unit inventory, Ohmann and Mayer developed a habitat suitability index model for the plain titmouse from which Variable 1 was derived.

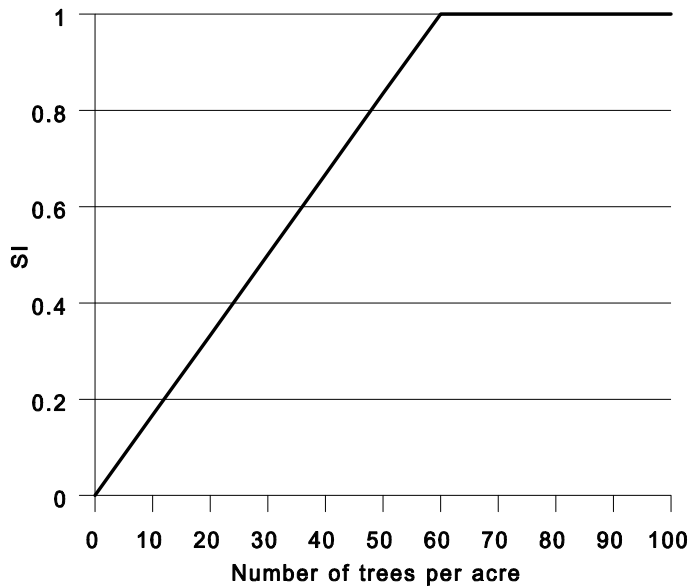
Variable 1. Tree diameter. (A tree is defined as a woody plant species 16 feet high or greater)

Ohmann and Mayer found tree size and percent canopy closure to be the major variables determining suitability of a habitat for the plain titmouse. Our model will assume that the diameter of a tree and the size of the canopy are correlated to the extent that they can be considered a single variable to be represented in this model by diameter at breast height (DBH). Presumably this variable best represents older trees with more cavities for nesting and greater bark surface which supports a greater prey base.



Variable 2. Trees per acre.

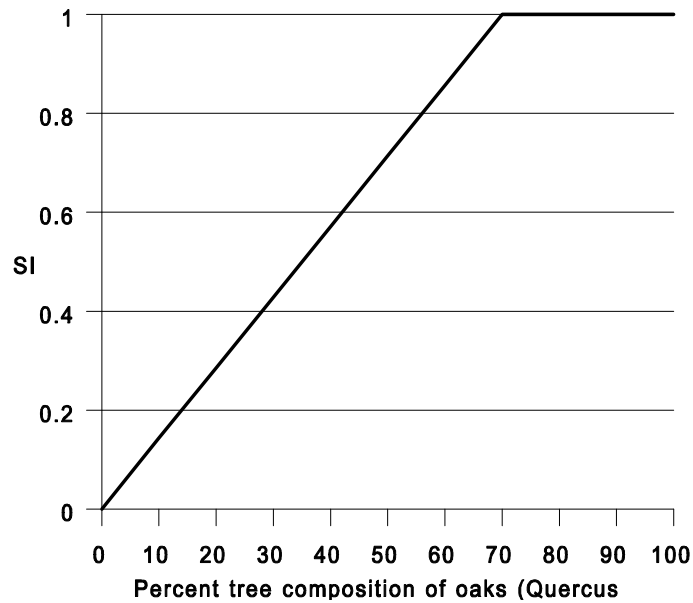
Plain titmouse abundance was found to increase as the number of trees increased (Wilson, pers. comm.). This may be particularly important in areas of low to moderate canopy cover. Studies at the Hopland, California field station found titmouse abundances to peak in areas with 60 trees/acre.



Both Variables 1 and 2 relate directly to the extent of a stand's canopy closure such that the importance placed on canopy closure by Ohmann and Mayer is incorporated into this model through the use of Variables 1 and 2.

Variable 3. Percent composition of tree species that are oaks (*Quercus*).

Verner and Boss (1980) stated that the plain titmouse prefers stands dominated by blue, live and valley oaks. We have been unable to find and studies documenting the presence of the plain titmouse in an area without a major proportion of oaks. For the sake of this model then, we will consider the presence of oaks to be a life requisite such that the optimum titmouse habitat is one dominated by oaks.



HSI Determination

In each sample area, tree diameter is measured along with the number of trees per acre and the percentage of those trees that are oaks. The Habitat Suitability Index for the sample site is then determined using the following formula:

$$HSI = \frac{V1 + V2 + V3}{3}$$

Suggestions for Applying the Model

1. The tree diameter classes for calculating Variable 1 (DBH) were not specified by Ohmann and Mayer. Therefore, all trees within the sample plot should be included in the DBH determination.
2. If no trees, 4-inch DBH or greater, are found in the sample plot, the HSI for the sample plot is 0.0. A 4-inch DBH tree is probably about the smallest tree that could have a cavity of sufficient size for the titmouse.
3. Ideally, all tree species in the study area should be fully leafed out when applying the model. Therefore, the best time for sampling is spring and summer.

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HABITAT SUITABILITY INDEX MODEL

BOBCAT (*Felis rufus*)

Pacific Gas and Electric Company

1986

Geographic Area: This HSI Model was developed for use on the west slope of the Sierra Nevada in Fresno County, California.

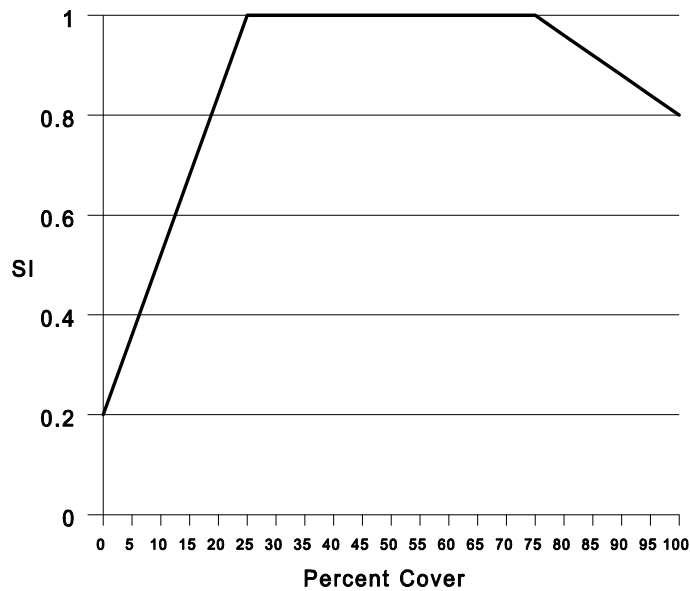
Season: This model was developed to evaluate year-round habitat suitability for the bobcat (*Felis rufus*).

Cover Types: This model was designed to evaluate habitat suitability for the bobcat in the Chaparral cover type (terminology follows that of Verner and Boss 1980).

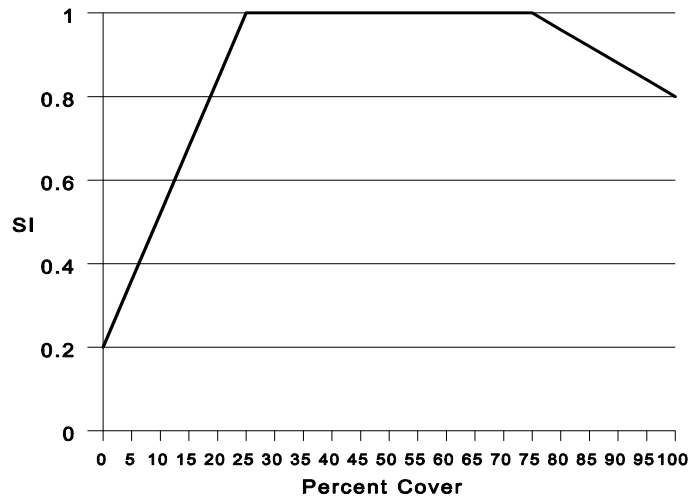
Guild: Feeding Breeding
 Surface Subsurface

Equation: $HSI = \frac{(V_1 + V_2 + V_3 + V_4)}{5}$

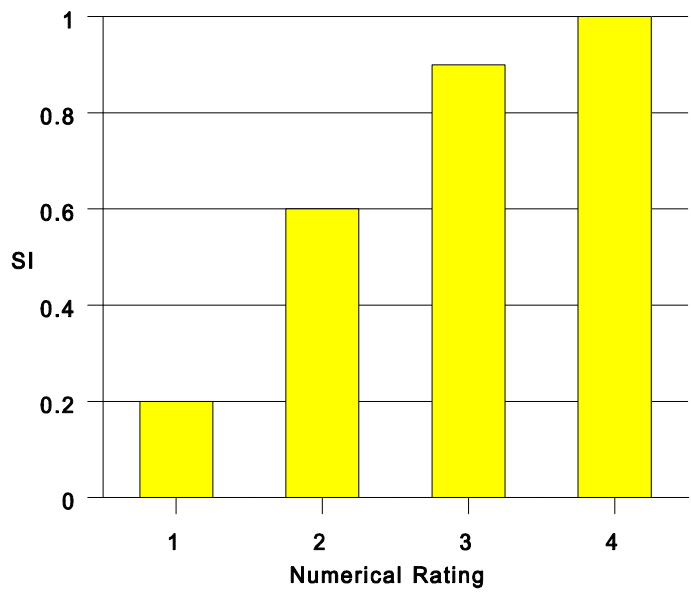
V1 - Percent Shrub Cover



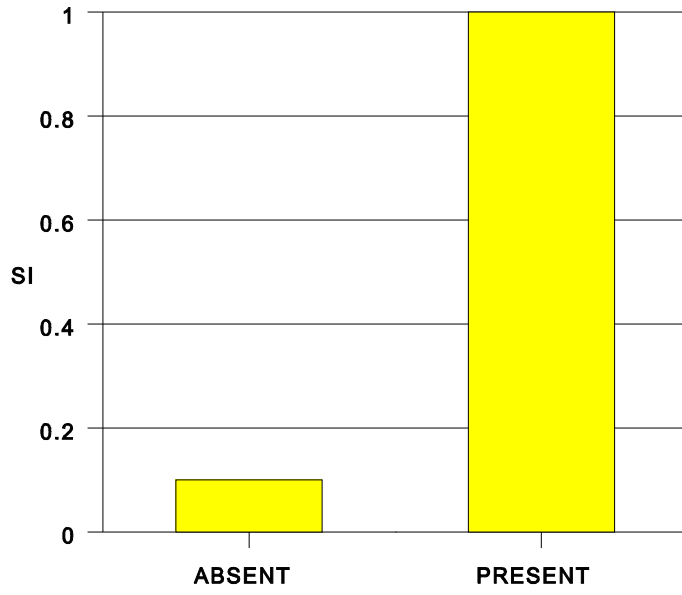
V2 - Herbaceous Cover



V3 - Degree of Patchiness



V4 - Rock Outcroppings



California Thrasher

FISH AND WILDLIFE HABITAT CAPABILITY MODELS
AND
SPECIAL HABITAT CRITERIA
FOR THE NORTHEAST ZONE NATIONAL FORESTS

LASSEN NATIONAL FOREST
MENDOCINO NATIONAL FOREST
MODOC NATIONAL FOREST
PLUMAS NATIONAL FOREST

Ruben Stromaco and Daniel Aicola (editors)

JANUARY 15 1981

INTRODUCTION

by Ed Salwasser and Karen Stramanac

Under National Forest Management Act (NFMA) planning regulations (36 CFR 219), fish and wildlife management indicator species are selected by each Forest for planning and management attention. These species will help guide land allocations and shape multiple-resource prescriptions in meeting legal requirements and local resource demand. To support this role each species must have a documented description of the habitat conditions needed to sustain it at different population levels. The minimum habitat conditions necessary for sustaining population viability are also required. The development of prescriptions to favor certain management indicator species also requires a description of habitat conditions associated with high population levels of each species. The descriptions of habitat conditions associated with different population levels are called Habitat Viability Models (HVM).

NFMA regulations mandate that each Forest maintain habitat conditions to support wildlife and fish populations at or above the abundance and distribution needed for long-term population viability. However, neither managers nor scientists fully know what kinds, amounts, and distribution of habitats are necessary to maintain population viability. Therefore, existing knowledge of species ecology and habitat needs must serve to describe the habitat conditions needed. Models (standards and criteria) must be formulated to describe in quantitative and qualitative terms the habitat conditions by which to judge existing and projected habitat resources.

Most of the HCMs address the habitat conditions required by individual reproductive units within wildlife and fish populations. This is because land management projects usually affect small part of populations such as a breeding pair, a family unit, a small group of breeding pairs, or a small group of family units before whole population changes are noticed. Total population abundance and distribution on the Forest can be projected by aggregating and mapping these land areas that provide specific, available, and suitable habitat for reproductive units of populations.

The HCMs do not address some aspects of population viability. Minimum to optimum distances between reproductive units and population size are two important attributes of viability that must be addressed for relevant species outside the HCMs.

Special Habitat Criteria were first developed by biologists on the Stanislaus National Forest as an extension of the HCM concept (Hutley et al 1981). While HCMs describe habitat conditions for individual management indicator species, the information in the Special Habitat Criteria models describes conditions necessary to maintain or optimize populations of fish and wildlife species closely associated with special habitats (riparian, aspen, snags, etc.).

HABITAT CAPABILITY MODELS

The following format was used in the construction of each habitat capability model.

Model Applicability

Life Stage(s) - Identify the appropriate life stages covered by the model
e.g. egg, larval, fry, juvenile, adult, all

Season(s) - Identify the appropriate season(s) e.g. fall, winter, spring,
summer

Geographic Area - The model may apply to the species' entire range. However, if regional differences in habitat use and preference occur, separate models may be appropriate.

Intended Application - Most models will be formulated with Forest planning in mind. Some models, however, may be detailed enough to apply to project work. Provide a clear statement of the intended use.

Expected Reliability - The following hierarchy was used:

Level 1 - Model predicts existing carrying capacity density with acceptable variance, i.e. 10-20%

Level 2 - Model habitat capability ratings directly correlate with density estimates

Level 3 - Model habitat capability ratings directly correlate with ratings of the same sites by species authorities

Level 4 - Model structure and outputs appear reasonable to species authorities

Level 5 - Model structure and outputs meet technical standards and appear reasonable to author(s), editor(s), and users.

Verification Status - The purpose of verification is to ensure that the model meets the expected reliability criteria and that it faithfully provides the intended outputs. Each step in verification depends on the expected reliability of the model. The following hierarchy was used:

- 1) Model as in draft.
- 2) Model reviewed by editor (the editor should check for conformance with model quality standards, sufficiency of documentation, and understandability).
- 3) Model reviewed by editor and users.
- 4) Model reviewed by species authority.
- 5) Model evaluated with sample data - apply the model with sample data sets which mimic various habitat conditions, e.g. high, medium, and low habitat capability. Evaluate model outputs as to how well they give a reasonable prediction of habitat conditions.

- 6) Model tested with field data - Field data must be available to provide measurements of both habitat variables and indicators of habitat capability. The latter can range from ratings of habitat capability by species authorities to density estimates to actual densities. Statistical and sampling expertise is required to design and perform these tests.

Model variables were restricted to physical, chemical, or biological characteristics of habitats. Species population variables, such as birth rates and sex ratios, are not suitable due to high cost of measurement, difficulty of prediction, and dependency on other factors beyond habitat. The critical question answered was, "What environmental variable, when changed, will affect the capability of an area to support a management indicator species?"

Each of the identified habitat variables were combined with the others to produce a habitat capability model. Each variable has values with different implications for habitat capability. For example, the variable average tree canopy cover has a high habitat value for goshawks when it is between 40-60%. Each of the variables and its respective values were ranked according to habitat capability:

High: the values are related to the highest densities of the species; the values are preferred over other values;

Medium: the values are related to moderate densities of the species; the

values are required for the long-term viability of the population or reproductive unit of the population:

Low: the values are related to the lowest densities of the species; the values denote marginal habitat capability for the species and would not be capable of supporting a viable population.

The variables were organized according to their importance in determining habitat capability and arrayed in rows under the headings high, medium, and low. An attempt was made to reduce redundant variables, retaining only those variables that are most practical to measure.

Documentation

As in model reliability and verification status, documentation for each model is in varying stages of completion. The levels of documentation are:

Level 1 - Literature references, written or personal communication, and the author's judgment are cited.

Level 2 - A narrative accompanies the model, summarizing why each variable was selected, how each variable is related to the species' habitat needs, and how habitat capability values were determined. This level also includes Level 1.

Level 3 - A narrative accompanies the model with documentation on the species ecology and habitat use. This information is related to

the habitat variables in the model. It involves preparing a species role with the following information:

I. Distribution, Abundance, and Seasonality

II. Specific Habitat Requirements

- A. Feeding
- B. Cover
- C. Water
- D. Reproduction
- E. Pattern

III. Species Life History

- A. Activity Patterns
- B. Seasonal Movements/Migration
- C. Home Range/Territory
- D. Reproduction
- E. Niche

This level also includes Levels 1 and 2.

Level 4 - The habitat variables are aggregated to develop a mathematical formulation of the model (U.S. Fish and Wildlife Service 1980). Assumptions and limitations to be used when applying the model are provided and the necessary steps to correctly use the math-

statistical model is documented. The latter includes how to collect data on model variables, how to treat that data as model inputs, and how to interpret habitat capability based on the data. This level includes levels 1, 2, and 3.

Because many initial species models will be developed from scant data, modelers will rely on experiential evidence and intuition to establish the model variables and relationships. Such models will have level 1 or 2 documentation. As model application and verification improve, habitat relationships can be more accurately represented and the models made more quantitative. Models with level 3 or 4 documentation are examples of species where more information is known and the models have been "calibrated" with real data.

Vegetation Types and Successional Stages

The vegetation types and successional stages used in the habitat capability models are consistent with the California Wildlife Habitat Relationships Program for the Northeast Interior Zone (Laudenslayer in prep), the Western Sierra Zone (Verner and Boss 1988) and the North Coast-Cascades Zone (Marston 1979). For convenience, the codes used for successional stages are defined in Table 1.

Rating Overall Habitat Capability

For any given area of land, habitat capability ratings (high, medium, low) will be different for each habitat variable. This makes rating the overall

Habitat capability difficulty. Models for spotted owl and mule deer, have been developed to include a mathematical calculation of habitat capability where different ratings are quantitatively assessed and an overall capability index is mathematically calculated. The method for rating overall habitat capability for the other models, however, must be done using subjective biological judgment.

For such cases, the simplest approach is to assess the overall habitat capability rating in terms of a simple majority of variable ratings. For example, if three variables were rated as medium and one variable as high for bald eagle habitat, the overall rating could be considered medium.

In other situations, experience may justify identifying one or more variables as more important or possibly overriding other variables. Biologists should then weight these variables accordingly when determining overall habitat capability.

Table 1. Successional stage codes

<u>Code</u>	<u>Definition</u>
1	Barren/grass/forbs
2	Shrub/seedling/sapling; tree saplings <15" DBH
2a	<40% tree canopy closure
2b	40-70% tree canopy closure
2c	>70% tree canopy closure
3	Small sawtimber; 11-24" DBH
3a	<40% overstory canopy closure
3b	40-70% overstory canopy closure
3c	>70% overstory canopy closure
4	Medium to large sawtimber; >24" DBH
4a	<40% overstory canopy closure
4b	40-70% overstory canopy closure
4c	>70% overstory canopy closure
5	Two-storied stand; scattered overstory over a well-stocked understory (4a over 2c or 3c)

Literature Cited

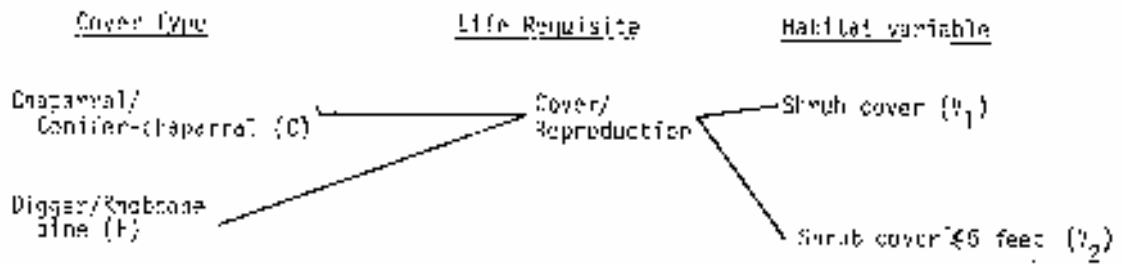
- Harley, J. F., S. H. Robertson, S. R. Hrougher, and A. H. Palmer. 1981. Wildlife habitat capability models and habitat quality criteria for the Western Sierra Nevada. Stanislaus National Forest, 56p.
- Laudenslayer, Jr., W. F. (in prep) California wildlife habitat relationships program: northeast interior zone, Vol. 1 - Species/habitat matrix. USDA Forest Service Region 5.
- Haroot, D.G. (ed). 1979. California wildlife habitat relationships program: North Coast-Cascades Zone. USDA Forest Service. Six Rivers National Forest.
- US Fish and Wildlife Service. 1980. Habitat Evaluation Process. 103 ESM.
- Verner, J. and A. A. Bass (Technical Coordinators). 1980. California wildlife and their habitats: western Sierra Nevada. USDA Forest Service. Gen. Tech. Rep., PGW-37, 435p.

DRAFT
HABITAT SUITABILITY INDEX MODEL
MORNING GLORY (Chenopodium fasciatum)

U.S. Fish and Wildlife Service
Division of Ecological Services
Sacramento, California

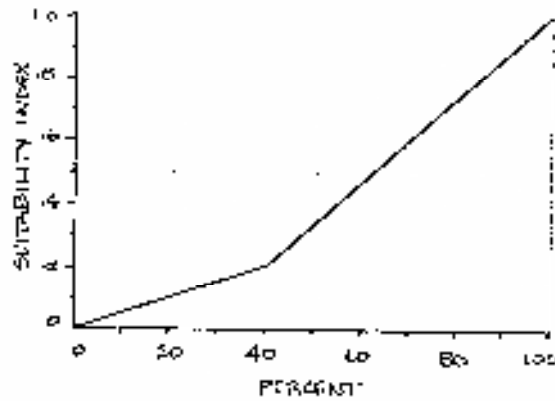
September 1984

<u>VARIABLE</u>	<u>COVER TYPES</u>	<u>SUGGESTED TECHNIQUE</u>
(V ₁) Shrub cover - % of ground shaded by a vertical projection of the shrub canopy	C, F	Line Intercept
(V ₂) Shrub cover ≤ 5 feet	C, F	Bell transect, graduated rod



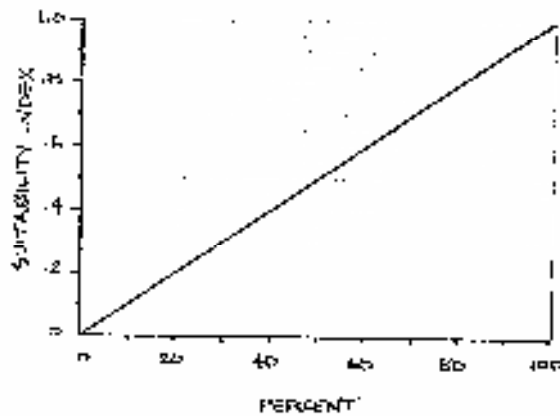
Variable 1. Shrub cover - % of ground shaded by a vertical projection of the shrub canopy

- Assumes:
- 1) Large stands of canopy needed for optimum conditions.
 - 2) Sample size should include an area of at least 2.0 acres
 - 3) 40 percent canopy provides marginal quality and that 100 percent is optimum



Variable 2. Shrub cover 65 feet

- Assumes:
- 1) Most nests are located within 1-4 feet from the ground.
 - 2) Some additional height is needed for overhead protection.



Equation Used to Calculate Suitability Indices

Cover/Reproduction: $V_1 \times V_2$

HSI determination

Cover/reproduction was the only life requisite considered in this model, and the HSI for the wren-tit is equal to the life requisite value for cover/reproduction.

..

General Assumptions

Overview

This model uses the reproductive habitat needs of the wren-tit to determine overall habitat quality. It is assumed that cover needs are not by reproductive habitat needs and that neither food nor water will be more limiting than the wren-tit's cover/reproductive needs. All of the life requirements of the wren-tit can be provided in chaparral and other dense brush.

Wren-tit reproduction component

Optimal nesting habitat for the wren-tit is provided in moderately tall, dense stand of chaparral (Beut 1958, Small 1974). Dense stands of chaparral provides maximum protection for feeding and nesting. As such, it is assumed that optimal habitat maintains 100 percent or greater of shrub crown canopy. Studies indicate that most of the nesting occurs between 1 and 4 feet off the ground and only occasionally have nests been found up to 7 feet from the ground (Beut 1958). Most of the wren-tit's existence is spent beneath the crown foliage of brush not more than 5 feet from the ground (Beut 1958). Studies indicate that most of the life requirements of the wren-tit are provided within an area ranging in size from 0.7 to 1.2 ha (0.5 to 3.0 acres) (Coyne 1982, Beut 1958, Erickson 1958).

Literature Cited

- Hunt, A.C. 1948. Life histories of North American nuthatches, wrens, thrashers, and their allies. U.S. Natl. Mus. Bull. 195. 475 pp.
- Cogswell, H.J. 1962. Territory size in three species of chaparral birds in relation to vegetation density and structure. Ph.D. Thesis, Univ. California, Berkeley. 537 pp.
- Ericsson, M.M. 1938. Territory, annual cycle, and numbers in a population of warblers (*Chondestes fasciata*). Univ. California Publ. Zool. 42: 247-334
- Harrison, H.H. 1979. A field guide to western birds nests. Houghton Mifflin Co. Boston.
- Small, A. 1974. The Birds of California. Collier Macmillan Pub. Co., New York
- Williams, P.L., and W.D. Koenig. 1980. Water dependence of birds in a temperate oak woodland. Auk 97: 330-351.

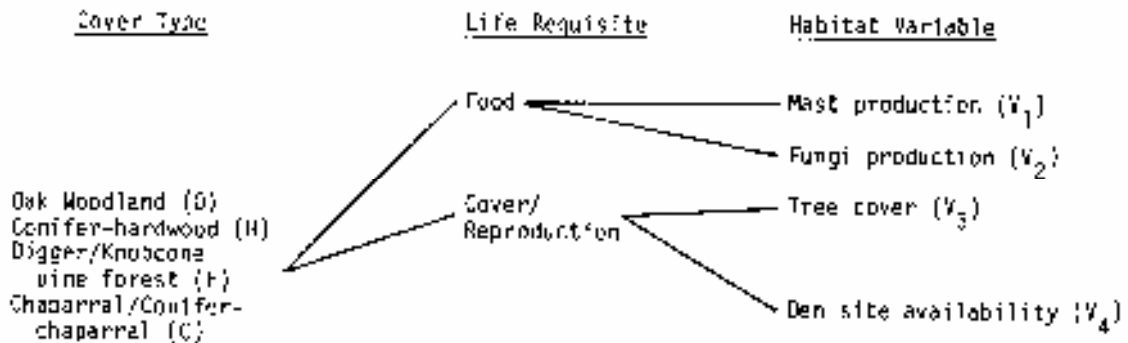
DRAFT HABITAT SUITABILITY INDEX MODEL
WESTERN GRAY SQUIRREL (*Sciurus griseus*)

U.S. Fish and Wildlife Service
Division of Ecological Services
Sacramento, CA

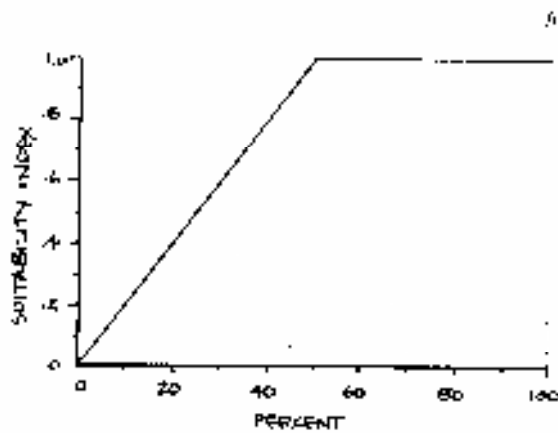
September 1984

Squirrel

VARIABLE	COVER TYPES	SUGGESTED TECHNIQUE
(V ₁) Mast production - % canopy closure of trees > 5 m (16.5 ft) tall and shrubs that produce hard mast	O,H,F,C	Line intercept
(V ₂) Fungi production - estimate of density of leaf litter layer	O,H,F,C	Ocular estimate along line intercept
(V ₃) Tree cover - % of ground surface shaded canopies of all woody vegetation > 5 m (16.5 ft) in height	O,H,F,C	Line intercept
(V ₄) Den site availability - number of trees per acre with dbh ≥ 38.1 cm (15 in).	O,H,F,C	Belt transect, diameter tape

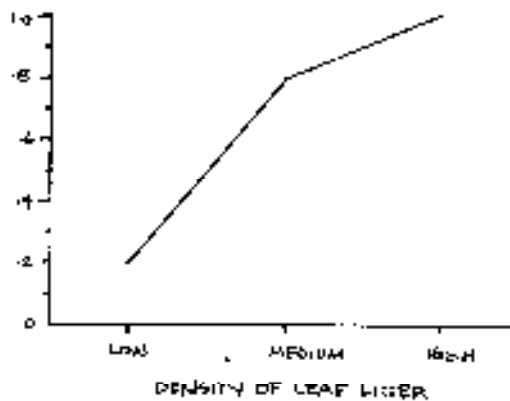


Variable 1. Hard mast production = % canopy closure of trees \geq 5 m (16.5 ft) tall and shrubs that produce hard mast (e.g. nuts and conifers).



- Assumes: 1) Optimum density of hard mast trees is between 40 - 100% canopy closure (derived from Shinamoto and Airola, 1981).
 2) Trees \leq 5 m (16.5 ft) tall will not produce significant mast (Allen, 1982).

Variable 2. Fungi production = an estimate of the density of the leaf litter layer.



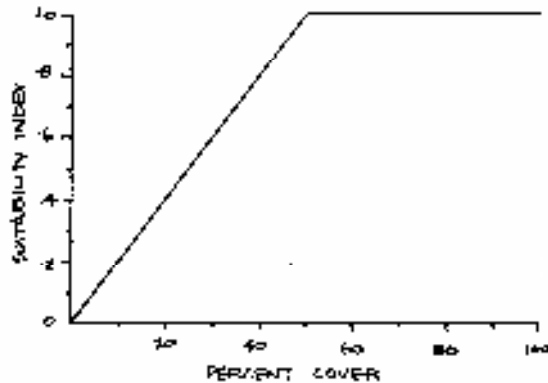
- Assumes: 1) Hypogeous fungi is a major component of the western gray squirrel diet (Stimmecker, 1977).
 2) Fungi is related to the amount of organic material (represented by leaf litter) in the uppermost soil layers (SCS, 1980).

Density of Leaf Litter (from SCS, 1980):

- High - leaf litter is abundant with thick identifiable layers of leaves over mulch.
- Medium - leaf litter is moderately abundant with low to moderate separation of leaf-mulch layers.
- Low - leaf litter scarce with very thin leaf - mulch layer; little or no separation.

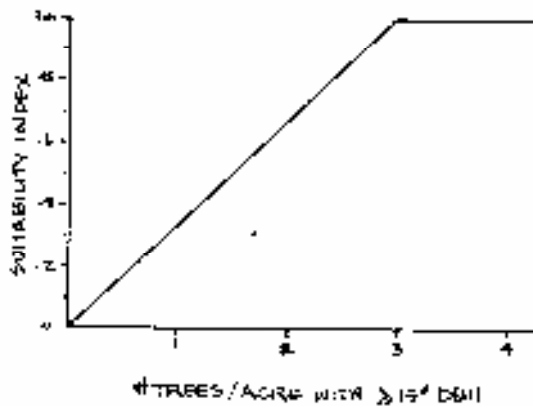
Variable 3. Tree cover - % of ground surface shaded by vertical projection of canopies of all woody vegetation ≥ 5 m (16 ft.) tall

Assumes: 1) Optimum conditions occur when tree cover ranges from 40 to 100% (derived from Shimamoto and Airota, 1961).



Variable 4. Den site availability - number of trees per acre with dbh ≥ 38.1 cm (15 in)

Assumes: 1) Western gray squirrels most often utilize oak, cottonwoods, maples, conifers, and sycamores for den sites (Ingles, 1947).



2) Optimum den sites are provided by trees having an average dbh of 15 inches (Shimamoto and Airota, 1961).

...

Equations Used to Calculate Suitability Indices

a) Food:

<u>Cover Type</u>	<u>Equation</u>
O,H,F,C	$(V_1 \times V_2)^{1/2}$

b) Cover/Reproduction:

<u>Cover Type</u>	<u>Equation</u>
O,H,F,C	$(V_3 \times V_4)^{1/2}$

HSI Determination:

- 1) The minimum habitat area equals the mean minimum home range. If habitat area is less than one acre, the HSI value equals zero. (Ingles, 1947).
- 2) The HSI for the western gray squirrel will equal the lowest of the values for the food and cover/reproduction component.

Literature Cited

- Allen, A.W. 1922. Habitat Suitability index models. Gray squirrel. FWS/OBS (MELU?) - 82/10.19. 11 pp.
- Ingles, L.G. 1947. Ecology and life history of the California gray squirrel. Calif. Fish and Game 33(3):139-158.
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Appendix B

Federal Endangered and Threatened Species that Occur in or may be Affected by Projects in Placer, Sacramento, and El Dorado Counties

Document Number: 060915114416; Database Last Updated: September 15, 2006

Red-Legged Frog Critical Habitat - The Service has designated final critical habitat for the California red-legged frog. The designation became final on May 15, 2006.

County Lists

Listed Species

Invertebrates

Branchinecta conservatio

Conservancy fairy shrimp (E)

Branchinecta lynchi

Critical habitat, vernal pool fairy shrimp (X)

vernal pool fairy shrimp (T)

Desmocerus californicus dimorphus

Critical habitat, valley elderberry longhorn beetle (X)

valley elderberry longhorn beetle (T)

Elaphrus viridis

delta green ground beetle (T)

Lepidurus packardii

Critical habitat, vernal pool tadpole shrimp (X)

vernal pool tadpole shrimp (E)

Fish

Hypomesus transpacificus

Critical habitat, delta smelt (X)

delta smelt (T)

Oncorhynchus (=Salmo) clarki henshawi

Lahontan cutthroat trout (T)

Oncorhynchus mykiss

Central Valley steelhead (T) (NMFS)

Critical habitat, Central Valley steelhead (X) (NMFS)

Oncorhynchus tshawytscha

Central Valley spring-run Chinook salmon (T) (NMFS)

Critical Habitat, Central Valley spring-run Chinook (X) (NMFS)

Critical habitat, winter-run Chinook salmon (X) (NMFS)

winter-run Chinook salmon, Sacramento River (E) (NMFS)

Amphibians

Ambystoma californiense

California tiger salamander, central population (T)

Critical habitat, CA tiger salamander, central population (X)

Rana aurora draytonii
California red-legged frog (T)
Critical habitat, California red-legged frog (X)

Reptiles

Thamnophis gigas
giant garter snake (T)

Birds

Haliaeetus leucocephalus
bald eagle (T)

Plants

Calystegia stebbinsii
Stebbins's morning-glory (E)

Castilleja campestris ssp. succulenta
Critical habitat, succulent (=fleshy) owl's-clover (X)

Ceanothus roderickii
Pine Hill ceanothus (E)

Fremontodendron californicum ssp. decumbens
Pine Hill flannelbush (E)

Galium californicum ssp. sierrae
El Dorado bedstraw (E)

Oenothera deltoides ssp. howellii
Antioch Dunes evening-primrose (E)

Orcuttia tenuis
Critical habitat, slender Orcutt grass (X)
slender Orcutt grass (T)

Orcuttia viscida
Critical habitat, Sacramento Orcutt grass (X)
Sacramento Orcutt grass (E)

Senecio layneae
Layne's butterweed (=ragwort) (T)

Candidate Species

Fish

Oncorhynchus tshawytscha
Central Valley fall/late fall-run Chinook salmon (C) (NMFS)
Critical habitat, Central Valley fall/late fall-run Chinook (C) (NMFS)

Amphibians

Bufo canorus
Yosemite toad (C)

Rana muscosa
mountain yellow-legged frog (C)

Birds

Coccyzus americanus occidentalis
Western yellow-billed cuckoo (C)

Mammals

Martes pennanti
fisher (C)

Plants

Rorippa subumbellata
Tahoe yellow-crest (C)

Key:

- (E) Endangered - Listed as being in danger of extinction.
- (T) Threatened - Listed as likely to become endangered within the foreseeable future.
- (P) Proposed - Officially proposed in the Federal Register for listing as endangered or threatened.
- (NMFS) Species under the Jurisdiction of the [National Oceanic & Atmospheric Administration Fisheries Service](#). Consult with them directly about these species.
- Critical Habitat - Area essential to the conservation of a species.
- (PX) Proposed Critical Habitat - The species is already listed. Critical habitat is being proposed for it.
- (C) Candidate - Candidate to become a proposed species.
- (V) Vacated by a court order. Not currently in effect. Being reviewed by the Service.
- (X) Critical Habitat designated for this species

Species of Concern - The Sacramento Fish & Wildlife Office no longer maintains a list of species of concern. However, various other agencies and organizations maintain lists of at-risk species. These lists provide essential information for land management planning and conservation efforts. See www.fws.gov/sacramento/es/spp_concern.htm for more information and links to these sensitive species lists.

Appendix C

Summary Table of Impacted Acres by Cover-Type

Impacted Acres by Cover-Type for the Various Components of the Folsom DS/FDR Project

Auxiliary Spillway

	6-gate Spillway	4-gate Spillway	Tunnel	Fuseplug
Chaparral	0.21	0.21	0.21	0.21
Oak/Grey Pine Woodland	1.07	1.77	1.46	1.46
Riparian Woodland	1.66	1.51	1.04	1.38

Flood Damage Reduction

	Dikes 1-3 Raise (COE)	Inundation 3.5-foot Raise	Inundation 4-foot Raise	Inundation 7-foot Raise	Inundation 17-foot Raise
Chaparral		32.20	34.30	40.80	34.30
Oak/Grey Pine Woodland	8.46	781.50	820.20	935.10	1331.80
Riparian Woodland	0.02	45.47	48.68	56.50	48.68
Seasonal Wetland	0.00	0.58	0.58	0.58	0.58

Dam Safety

	Contractor and Construction Sites	Haul Roads	Borrow and Stockpile	Dike Construction Zones (BOR)
Chaparral	0.47			0.26
Oak/Grey Pine Woodland	11.06	11.06	6.47	16.04
Riparian Woodland	2.44	2.44	27.00	1.93
Seasonal Wetland	0.89			0.28

Appendix D

**Fish and Wildlife Coordination Act Report for the American River Watershed
Investigation Folsom Dam Outlet Modification Project**



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825-1846

IN REPLY REFER TO:
HC-COE

June 12, 2001

District Engineer
Corps of Engineers, Sacramento District
ATTN: Chief, Planning Division
1325 J Street
Sacramento, California 95814-2922

Subject: Transmittal of final Fish and Wildlife Coordination Act Report - American River Watershed Investigation, Folsom Dam Outlet Modification Project

Dear Colonel Walsh:

Please find enclosed our Fish and Wildlife Coordination Act (FWCA) report for the proposed Folsom Dam outlet modification project. We previously issued a revised draft FWCA report to evaluate additional elements to allow surcharge up to 474 feet above mean sea level, and an operation to restrict use of the enlarged outlets to 30,000 cubic feet per second (cfs) when inflows are less than 100,000 cfs. Consistent with our recommendation in the revised draft report, the Corps of Engineers has now adopted a modified rule restriction limiting outflows to 60% of inflows when inflows are greater than 25,000 cfs, with maximum releases made when inflows exceed 150,000 cfs. The enclosed report reflects this change, and other information in the recently-published draft Environmental Assessment.

We have informally coordinated with the California Department of Fish and Game and National Marine Fisheries Service (NMFS), and received concurrence from NMFS on the initial draft FWCA report. No other comments were received.

If you have any questions, please contact Dr. Steven Schoenberg of my staff at (916) 414-6564.

Sincerely,

Dale A. Pierce
Acting Field Supervisor

Enclosure

cc: AES, Portland, OR
COE, Sacramento District, CA (Attn: Patricia Roberson)
NMFS, Santa Rosa, CA (Attn: James Bybee)
NMFS, Sacramento, CA (Attn: Bruce Oppenheim)
CDFG, Director, Sacramento, CA
CDFG, Region II, Rancho Cordova, CA
SAFCA, Sacramento, CA
USBR, Sacramento, CA
USBR, Folsom, CA (Attn: Rod Hall)

UNITED STATES DEPARTMENT OF THE INTERIOR

FISH AND WILDLIFE SERVICE

FISH AND WILDLIFE COORDINATION ACT REPORT

FOR THE

AMERICAN RIVER WATERSHED INVESTIGATION
FOLSOM DAM OUTLET MODIFICATION PROJECT,
CALIFORNIA

prepared by

Dr. Steven A. Schoenberg
U.S. FISH AND WILDLIFE SERVICE
HABITAT CONSERVATION DIVISION
SACRAMENTO FISH AND WILDLIFE OFFICE
SACRAMENTO, CALIFORNIA

prepared for

U.S. ARMY CORPS OF ENGINEERS
SACRAMENTO DISTRICT
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SUMMARY

Since construction of Folsom Dam, the lower American River has been subject to progressive grade and gravel loss, affecting the quality of riparian and riverine habitat. Enlargement of the existing outlets has been proposed by the Corps of Engineers (Corps) to increase the level of flood protection by enabling operators to balance outflows with inflows early in the storm hydrograph, and attain a maximum discharge of 115,000 cubic feet per second (cfs) through the enlarged outlets for the 10-year or larger event. This may have some adverse effect on chinook salmon and steelhead through loss of spawning gravels, destruction of redds and associated mortality of eggs or fry, and loss of stream edge riparian habitat. To minimize these impacts, the Corps has proposed to restrict the operation of the enlarged outlets for actual or forecast inflows below 150,000 cfs; in the 25,000-150,000 cfs inflow range, outflows would be limited to 60% of actual or forecast inflow. Relative to existing conditions, this "60% rule" increases the chance of outflows >50,000 cfs (from every 5 years to every 3.6 years), but does not alter the frequency of 115,000 cfs flows. An alternative rule restriction was also studied which would limit outflows to a fixed maximum of 30,000 cfs when inflows are less than 100,000 cfs. This "30,000 cfs rule" would increase the frequency of 115,000 cfs discharges (from every 10 years to every 6 years). In either case, the potential for higher outflows results from the infrequent combination of low creditable storage space in upstream reservoirs and moderate flood events. Other potential changes would involve a slight increase in ramping rates, and a slight reduction in cold water reserves during some spring operations.

The 30,000 cfs rule would likely reduce damage to gravels and redds, but would do so at the expense of possible benefits of variable intermediate range flows (30,000-100,000 cfs) -- seed distribution and support of riparian recruitment on high terraces, gravel replacement from bank deposits, replacement and transport of woody debris and detritus from the floodway to the river, and other functions. If one presumes that intermediate range benefits are related to the frequency distribution of peak outflows, the rule restriction setting outflow to 60% of inflow would overlap the historical operation, and presumably retain any such benefits. The 60% rule also does not alter the frequency of capacity (115,000 cfs) releases. For these reasons, the Fish and Wildlife Service concurs with adoption of the 60% rule.

Other proposed modifications associated with the project would allow surcharge to 474 feet above mean sea level (msl). In combination with the enlarged outlets, this would increase the period of inundation in the surcharge zone (470-474 feet msl) during rare large floods (181-200 year event), but eliminate this inundation during more frequent events (100-175 year event). Such exposure, with or without the project, may result in some loss of vegetation due to wave action or collapse of waterlogged soil. With surcharge, inundation would be less frequent, but of a longer duration. The cumulative inundation period in the surcharge zone would be about 23 hours per century with the project, compared to 9 hours per century without the project.

Based on the limited information available, any impacts associated with the proposed project are expected to be of a moderate and infrequent nature that could be adaptively managed. We recommend a sediment engineering model study be performed and analysis of recent grade and bank erosion surveys be completed to specifically evaluate the impacts that the enlarged outlets

could have on future river bank and gravel bed stability. We also recommend a long-term monitoring program for stream edge erosion, vegetation in the floodway and surcharge area, and spawning gravels be implemented and contingency mitigation actions be agreed to that would ensure no net loss in the quality or quantity of habitat over the life of the project. Such actions may include proactive measures such as biotechnical bank stabilization in areas at special risk and spawning gravel enhancement, as well as reactive measures such as modifying the operations of the outlets during impact-prone scenarios without compromising the flood control purpose of the project. Finally we recommend that, under certain spring conditions, use of the spillway in lieu of the enlarged outlets be evaluated as a measure to limit loss of coldwater reserves.

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INTRODUCTION

This is the Fish and Wildlife Service's (Service) Fish and Wildlife Coordination Act (FWCA) report for the Corps of Engineers' (Corps) proposed Folsom Dam Modification Project as part of the American River Watershed Investigation, California. Previously, we issued a revised draft FWCA report in January 2001 to evaluate two basic changes: (a) enlargement of the lower dam outlets so as to increase their maximum discharge from 32,000 to 115,000 cubic feet per second (cfs), and (b) various structures to allow surcharge up to 474 feet above mean sea level (msl). Operational changes assumed were: a) a rule restriction that would restrict outflows to a maximum of 30,000 cfs when actual or forecast inflow is less than 100,000 cfs, and b) the emergency spillway release diagram would be revised to sustain a 160,000 cfs release up to 474 feet, rather than the current 470 feet. We also considered additional information on the frequency of inundation of upland habitat due to surcharge, and a previous rule restriction involving a fixed 30,000 cfs release. The National Marine Fisheries Service (NMFS) concurred with the findings of our draft report (Appendix 1); no other comments were received.

Through additional study and coordination with the Service, the Corps has replaced the 30,000 cfs rule restriction with a modified rule restriction that would limit outflows in the 25,000-150,000 cfs range to 60% of the actual or forecast inflow. Very recently developed information includes a draft two-dimensional model on spawning bed movement, and an analysis of the effects of outlet operation on coldwater reserves (Ayres 2001, Corps 2001). This final report incorporates the modified rule restriction as the Corps' preferred plan and this additional recent information, and supersedes our previous report.

BACKGROUND

The lower American River flows about 23 miles from Nimbus Dam to the Sacramento River, primarily through properties developed for residential, light industrial, and urban use. Since completion of Folsom Dam in 1955, several recent storms have led the Corps to revise the probability of flooding due to levee failure along the American River from the original 250-year recurrence to a chance of about 1-in-70 years. In response, the Sacramento Area Flood Control Agency (SAFCA) and U.S. Bureau of Reclamation (USBR) negotiated an interim agreement in 1994 to reoperate Folsom Dam in a way which would limit the likelihood of levee failure and flooding to about 1-in-100 years. This agreement involves increasing the amount of flood control space from the original fixed 400,000 acre-feet (ac-ft) ("fixed 400 TAF") to a variable amount between 400,000 and 670,000 ac-ft based on the availability of flood control space in upstream reservoirs ("variable 400/670 TAF"). As part of this agreement, SAFCA must reimburse USBR for the forgone hydropower and water deliveries as a result of reduced storage.

With the revised flood threat conditions, the capacity of the dam outlets has limited the ability to balance flood control and water storage purposes. Originally, the fixed 400 TAF flood control space meant that inflows exceeding the outlet capacity (32,000 cfs) could be discharged through the spillway up to the safe channel capacity of 115,000 cfs. However, with the enlarged flood control space, these discharges can only be made from the outlets. If inflows exceed 32,000 cfs,

the reservoir must be allowed to fill up to the spillway before a higher rate of discharge can occur. This reduces the time during which the maximum channel capacity can be used, leading to greater peak discharges and a reduced level of flood protection. Under certain situations, such as in 1997, the upstream reservoirs can fill and require that Folsom Lake be evacuated, but the remainder of the year may be drier so that storage that is carried over into the irrigation season is reduced.

A number of alternatives have been proposed and evaluated in the past, involving an array of structural and operational changes. In 1996, we evaluated options to construct a dry detention dam on the North Fork American River near Auburn, a Folsom stepped release plan which included various dam, levee, and floodway elements, and a Folsom modification plan, which involved structural changes of the dam and levees (USFWS 1996). In 1994, we evaluated other options, involving increased storage at either Folsom Reservoir or a new facility on Deer Creek (USFWS 1994a, b). In each case, the structural modifications were linked to operational changes at the existing facility at Folsom Dam.

In this report, we evaluate impacts of a revised Folsom Modification Plan under the existing 400/670 TAF interim operation agreement associated with: (a) structural modification of the existing outlets to allow higher discharges; (b) modification of the emergency spillway, dikes, and Mormon Island dam to allow surcharge up to 474 feet msl; and (c) two possible restriction rules. Other related actions, referred to as "common features", are being considered in a separate FWCA report.

PROPOSED PROJECT

The existing 8 outlets (two tiers at 205.5 and 275.5 feet msl) would be enlarged from the current 5 feet wide by 9 feet high to about 8-10 feet wide and 12-15 feet high. This construction is anticipated to last 5-6 years, and would be staged so that the existing release capacity would not be reduced during the construction period. The nature of the construction would involve precisely-controlled explosives and a seal on the upstream face of the dam so as to allow construction almost entirely in the dry. Staging would occur on barren or previously disturbed upland areas near the site. After completion, the total discharge capacity of the enlarged outlets together with the powerhouse outlets would be around 115,000 cfs at an elevation of 418 feet msl. Although operational criteria at lower inflows may vary, outflow must be 115,000 cfs when inflow is 150,000 cfs (10-year event) or more in order to achieve the desired level of flood protection.

For the purpose of this report, we considered two possible restriction rules for flows less than the 10-year event. In one case, outflow would not exceed 30,000 cfs until the projected or actual inflow equals 100,000 cfs, at which time outflow would be increased to 115,000 cfs ("30,000 cfs rule"). In the other case, outflow in excess of 25,000 cfs would be calculated as 60% of inflows until projected or actual inflows equals 150,000 cfs, at which time outflow would be increased to 115,000 cfs ("60% rule").

The surcharge space would be increased by 48,000 acre-feet by: (a) replacing three emergency spillway gates with Tainter gates, (b) raising the impervious core in Mormon Island dam, and Dikes 5 and 7, with slurry-wall construction, (c) raising penstock gate hoists and their hydraulic pumps, and (d) floodproofing Newcastle powerhouse. This would allow the emergency spillway release diagram to be modified, so that maximum releases of 160,000 cfs (i.e., the probable non-failure point of existing levees) could be maintained before the reservoir reaches 474 feet msl. If reservoir level is above 474 feet msl, dam outflow would be matched to inflow.

FISHERY RESOURCES

LOWER AMERICAN RIVER

There are four important recreational species in the affected study area: fall-run chinook salmon, rainbow trout (including steelhead), American shad, and striped bass. Chinook salmon are an anadromous species which enter the river in early summer, with peak abundance typically in mid-October. Although the escapement fluctuates between 10,000 and 90,000 adult fish, recent years have been particularly strong and consistent, with at least 50,000 adults returning to the river since 1995. A hatchery near the base of Nimbus Dam, which re-regulates flows from Folsom Dam, supplements the escapement by about 10,000 adults annually. The American River is one of the most important producers of fall-run chinook salmon in California, similar in magnitude to runs on the Feather River and to the hatchery on Battle Creek. On the lower American River, chinook salmon spawn almost exclusively in the upper 10 miles below Nimbus Dam, and mostly in the upper 5 miles, but recreational fishing effort spans the full river to the mouth at the peak of the run. Spawning activity peaks around mid-November in the American River. After hatching, the fry typically remain in the gravel for 6-8 weeks, emerging in mid-February through early March, and then rear in the river for several more months before migrating out to the ocean in late spring. Habitat concerns include sub-optimal flows and water temperature (in some years), a limited area of suitable spawning gravel, and various components of rearing habitat (in- and over-water object cover, run-riffle-pool composition).

Steelhead are the anadromous form of rainbow trout: adults generally enter and spawn in the American River in late winter (January through April), with the fry emerging from the gravel in 6-8 weeks, and the young remaining in the river for at least a year before moving out to the ocean. Steelhead spawning takes place on smaller gravels and is more widely distributed than is seen for chinook salmon, and may be observed anywhere from Cal Expo to Sailor Bar. As is the case throughout the Central Valley, steelhead have declined on the American River. The long rearing period renders this species particularly sensitive to high water temperatures in the summer and early fall, but they may also be affected by other habitat features such as limited availability of cover and spawning gravel. Despite the recent Federal listing of steelhead, some catch-and-release and limited sportfishing harvest (of hatchery-origin fish) is allowed on the American River. As with chinook salmon, the Nimbus Hatchery also produces steelhead trout for release into the Sacramento River. In the summer and fall of some low carryover storage years, coldwater reserves become depleted and temperatures in the American River exceed the tolerance of

steelhead juveniles. As a result, the hatchery contribution in this river is larger for steelhead than for chinook salmon.

An introduced species, striped bass are distributed somewhat lower in the American River than are the salmonids, generally from about the Sunrise Boulevard crossing downstream to the mouth. Little is known about its life history in the American River; it may be that there is a spring run that originates downstream from the Sacramento River and Sacramento-San Joaquin Delta, or these fish may seasonally enter the mouth of the river to forage after having spawned upstream in the mainstem Sacramento and Feather Rivers (Rich DeHaven, U.S. Fish and Wildlife Service, personal communication). In any case, water temperatures in the American River are often too cool for typical striped bass spawning at the time of these runs, and the American River is not known as a major spawning area for this species. Recreational effort for striped bass is greatest during the spring, where some very large specimens are caught by both bait and fly fishermen, and where fishing effort can continue through early fall in some years. Striped bass are not generally seen in the winter months in the American River.

American shad is another introduced species that supports a popular catch-and-release recreational fishery. These fish migrate from the Pacific Ocean into the American River in late spring to early summer, apparently timed by rising water temperature. At the peak of the runs, hundreds of fishermen can be seen from Nimbus Dam downstream to Paradise Beach, bank and driftboat fishing for the shad using small, colorful, weighted flies or darts.

A number of other non-game species also occur in the lower American River, such as the Sacramento pike minnow, Sacramento sucker, tule perch, and hardhead. The federally listed threatened Sacramento splittail, which spawns beginning mid-winter, has also been found in very low numbers in the most downstream areas of the American River, generally below the H Street bridge (6.5 miles from the mouth). During its spawning migration, the federally listed threatened delta smelt has been found on the Sacramento River as far upstream as Verona (near its confluence with the Feather River). Typically, delta smelt spawn farther downstream in more tidally-influenced areas, with an upstream limit around Clarksburg.

The American River may be divided into geomorphically-distinct reaches that differ in gradient, tidal influence, depth, substrate and bar formation; differences which are major determinants in the type and quality of habitat to fish (Snider et al. 1992). The initial 4.9 miles from the mouth to just below Paradise Beach Recreation Area is tidally-influenced, deep (due to previous dredging), and possesses a sand bottom with few gravel bars. The deep holes are used as holding water for adult salmon, and the flooded adjacent lands may be used by splittail, however, this area is not likely to be influenced by the flow differences caused by the proposed project because of the more important effect of tides and stage of the Sacramento River. The 6.7 mile portion from Paradise Beach to the Gristmill Recreation Area has a few more bars, is similar in gradient and substrate to the first reach, but is not tidally influenced. As a consequence, flow fluctuations in the range of 4,500 to 22,000 cfs cause commensurate increases in the area of potential splittail habitat (SAFCA 1999). From Gristmill to Nimbus Dam, the river is high gradient with a gravel bed channel. It is here, especially from Rossmoor Bar upstream, that the great majority of salmon

spawning occurs in several important glide and bar complexes. Although it is known that flow increases in the low range (500-2,000 cfs) increase spawning habitat and success (via reduced superimposition, *see* Snider et al. 1996), the effect of flows in the range of those caused by the dam modifications has not been studied.

FOLSOM RESERVOIR

When full (i.e., around 1 million ac-ft), Folsom Lake encompasses about 10,000 surface acres of water and 75 miles of shoreline, extending about 15 miles up the north fork and 10.5 miles up the south fork of the American River. It supports a "two-stage" fishery: with warmwater species such as bass (largemouth, smallmouth, and spotted) and panfish (crappie, bluegill, sunfish) in the upper waters, and trout and landlocked salmon (kokanee and chinook) in the deeper waters. Various common catfish can also be caught near the bottom of shallower waters. Fish habitat is present within the inundation zone in the forms of young willow riparian which grows during extended periods of drought, as well as brush piles placed there by the California Department of Fish and Game (CDFG) and sportsmen groups. Both warmwater and coldwater fisheries tend to benefit from increased peak spring water storage as this results in better coldwater reserves for the salmonid fishes as well as increased spawning and rearing area for warmwater fish. A number of fishing derbies are held on Folsom Lake, however, overall boating is greatly affected by lake level. Boats docked at the marinas must be removed for the flood season when the lake level falls below about 412 feet msl (465,000 ac-ft storage) and ramps begin to go out of service when the lake level falls below 426 feet msl (579,000 ac-ft storage), although there is one ramp at 370 feet msl (213,000 ac-ft storage) that would presumably be available under all conditions.

VEGETATION

LOWER AMERICAN RIVER

The vegetation along the river consists of oak species and elderberry at higher elevations of the floodway, and cottonwoods and willows at lower elevations of both the floodway, as well as on gravel bars and islands within the river channel. Regeneration and persistence of the cottonwood-dominated community is limited, relying on inundation-dependent germination of seeds (~5,000-13,000 cfs is necessary to inundate most low terraces and up to 50,000 cfs is needed to cover high terraces). Portions of the floodway have been developed for recreation of various kinds (bike paths, picnic lawns and kiosks), and there are some areas that are bare -- gravel bars, gravel piles remaining from former hydraulic mining of gold, and actively eroding bank. Although the immediate edge of the river is mostly vegetated with riparian trees or scrub, the character is more variable along the floodway bench. Much of the bench vegetation is non-native annual grassland and spotty riparian or scrub. In general, the vegetation at the river margin can be classified as relatively mature, but unlikely to be self-sustaining because the riverbed has been downcut so much that hydric species like cottonwoods now rest on high banks well above their normal position near the low-water edge. Patches of wetland vegetation occur in backwaters and off river ponds throughout the river, though predominantly downstream of Watt Avenue.

FOLSOM RESERVOIR

The area around Folsom Reservoir itself possesses common plant communities like chaparral, non-native annual grassland, oak woodland and savanna, with more limited riparian forest and willow scrub around various feeder creeks and farther up the forks of the American River. There is very little vegetation at all within the fluctuation zone of the lake, except for some willows which temporarily established in the early 1990s by the end of a 6-year, region-wide, drought period.

The plant community of the 157-acre proposed surcharge area (i.e., lands within 470-474 feet msl) was surveyed by boat by a Corps consultant on August 10, 2000 (Jones and Stokes Associates, Sacramento). The area was dominated by oak woodland (105 acres), with lesser areas of grassland (20 acres), chaparral (14 acres), riparian scrub (13 acres) and oak savannah (5 acres).

WILDLIFE

LOWER AMERICAN RIVER

Some of the more common larger mammals are striped skunk, raccoon, and mule deer, however others including the mountain lion, coyote, and gray fox could be present in low numbers, or at least might migrate into the area in some seasons or years. Various small mammals such as California voles, pocket gophers, and bats are abundant. Raptor species and others such as the great blue heron, wood duck, owls, and woodpeckers either build nests or use cavities in the larger cottonwood trees. Various water birds also use the backwaters and marshy areas in certain locations along the lower river, while swallows forage on emerging aquatic insects above the river. Reptiles, particularly rattlesnake, gopher snake, western pond turtle, and western fence lizard can be commonly seen in the parkway. Some of the more common amphibians are western toad, Pacific tree frog, and bullfrog. The federally listed threatened valley elderberry longhorn beetle has been documented in the project area, which includes critical habitat for this species near Cal Expo. Also, one shrub in the surcharge zone has evidence of beetle occupation (exit holes).

FOLSOM RESERVOIR

The wildlife around Folsom Reservoir are similar to that just described for the lower American River, however, the importance of wildlife associations with chaparral, grassland, and oak woodland habitats increases and those of riparian habitats declines. The co-occurrence of oaks and elderberries provides a forage base and/or nesting habitat for a variety of species: quail, turkey, woodpeckers, scrub jay, as well as mammals such as gray squirrel and mule deer. An even wider array of insectivorous birds forage in the oak canopy. Other species are dependent on chaparral, such as wren and California thrasher. Grasslands are used by various small mammal and lizard species, many of which provide a prey base for red-tailed hawk, gray fox, and bobcat. Yet more species occur near the water in association with the limited willow habitat, including yellow warbler, belted kingfisher, Pacific treefrog, raccoon, and striped skunk.

BASIS FOR IMPACT ANALYSIS

A combination of flow predictions from engineering models and best professional opinion was used to evaluate the generalized effect of the proposed project on habitat. Using Corps guidance, the baseline condition is considered to be the current, 400/670 TAF variable flood space operation.

The Corps provided a simplified plot of peak inflow and peak outflow for the baseline (with existing outlets) and future (with enlarged outlet) conditions which had been updated to include the hydrology through 1998 (Fig. 1). In addition, a consultant to SAFCA (MBK engineers) provided a more detailed plot of both inflow and outflow against recurrence frequency to evaluate the effects of the proposed rule restrictions (Fig. 2). The MBK plot is considered more representative because it takes into account the difference between inflow and outflow due to ramping and other operational considerations. In general, since the 2-year event peak inflow is about the same order of magnitude as the existing outlet capacity, it is assumed that operations during events equal to or less than this size event would be the same with and without the project. Between events of 2- and about the 7-year event, the peak inflow increases beyond the capacity of the existing outlets, and at the 7-year event and larger, peak inflow is roughly equal to the capacity of the new outlets.

The range of event size of greatest interest is at an intermediate range of recurrence; above and below this range, there would not be significant differences between baseline and project conditions. The 10-year event (~150,000 cfs peak inflow) was selected to illustrate the maximum effect of the project, both because of the difference between it and the baseline condition, as well as because of the highest rate of recurrence involving capacity use of the enlarged outlets. The 5-year event was also modeled to predict whether the proposed rule restriction could reduce potential damage of moderately high flows during relatively frequent events.

The baseline condition was evaluated for two cases because of differences in space available for flood control in upstream reservoirs (French Meadows, Hell Hole, and Union Valley -- termed "creditable transfer space") at the onset of a storm event. When space is available upstream, Folsom Lake is maintained at a higher level, so that outflows during a 6-10- year event are higher. When the upstream reservoirs are more full, Folsom Lake is maintained at a lower level, which causes these outflows under to be lower. To confirm this, we reviewed a 75-year simulated record of upstream reservoir space which assumed current operations, and compared the peak 1-day rainflood inflow (plate 21 *in* Corps 1987) to the simulated space in the month in which the storm occurred (Robert Leaf, Surface Water Resources, Inc., personal communication). Considering just the 5-year and larger events, there was an even split in the number of events which occurred when the upstream reservoir space was available (8 events, 175,000-200,000 ac-ft) versus when space was limited (6 events, 36,000-133,000 ac-ft). Therefore, the two scenarios which were selected to bracket the range of baseline conditions were 200,000 ac-ft of upstream storage space, and 100,000 ac-ft of upstream storage space. Three with-project

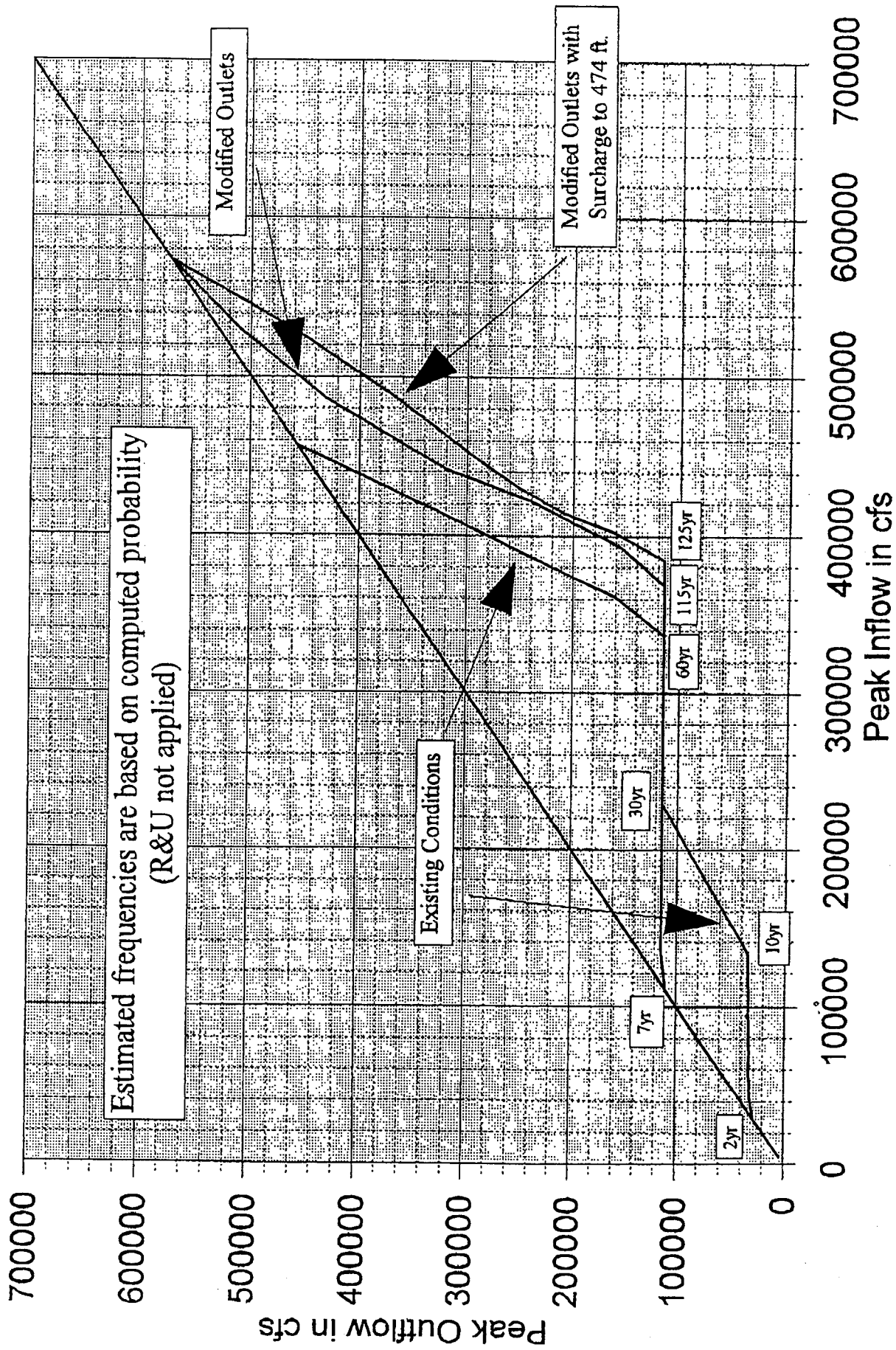


Fig. 1. Plot of peak inflow versus outflow for Folsom Reservoir (Corps, Tom Patten, May 2000).

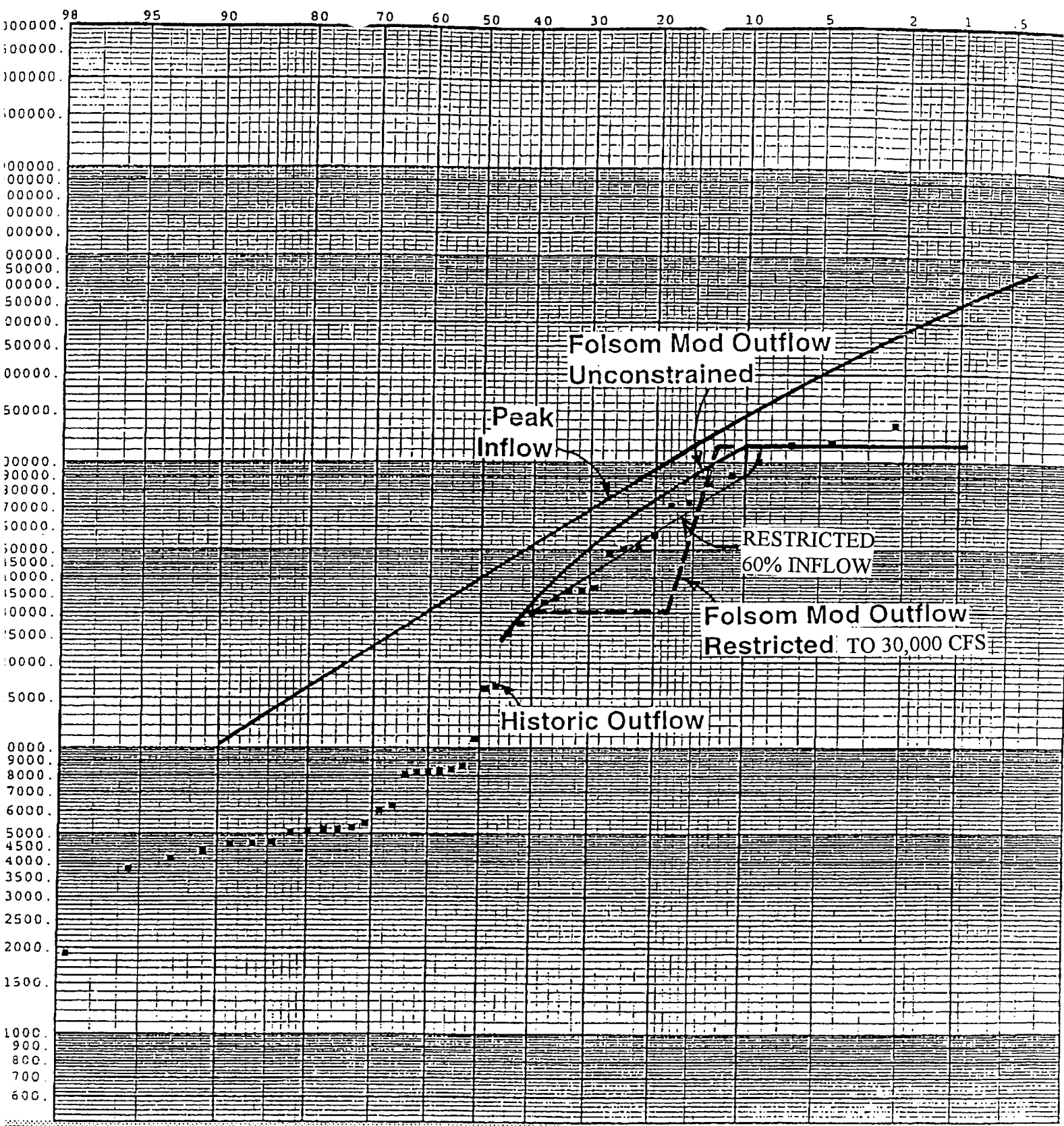


Fig. 2. Plot of peak inflow and outflow for potential project operations (unconstrained, 30,000 cfs restriction, or 60% of inflow restriction) against exceedence frequency for Folsom Reservoir (MBK Engineers, Joe Countryman, September 2000).

conditions were also examined: no restriction, restricted to 30,000 cfs when inflows are less than 100,000 cfs, and restricted to 60% of inflow when inflows are less than 150,000 cfs (Figs. 3, 4).

The 50- and 100-year event scenarios were reviewed because they represent a somewhat different relationship between baseline and project conditions. Under existing conditions, peak inflows up to about 360,000 cfs can be controlled by the spillway (Tom Patten, Corps, Sacramento, personal communication). With the enlarged outlets, the maximum peak inflow which can be controlled by both the enlarged outlets and spillway increases to 410,000 cfs. Thus, for these larger, less frequent events within the flood protection level of the existing outlets (i.e., up to 65 years), peak river flows would be the same (115,000 cfs) with or without the project (Figs. 5, 6). But for events above the current flood protection level, the outlet modification would limit flows to 115,000 cfs, whereas under existing conditions, very high flows would occur (>160,000 cfs). The 100-year event, under present conditions, would result in levee damage or failure (Fig. 6).

In addition to the flood routings, the Corps provided a geomorphic analysis of the American River previously conducted for the purpose of evaluating a dry dam at Auburn. SAFCA provided the Environmental Impact Report (EIR) for a related project to develop a funding mechanism for flood control improvements, sections of the EIR for the Water Forum Proposal, and unrestricted access to other documents available through its consultants (Surface Water Resources, Inc. (SWRI), and Ayres Associates, both Sacramento). Data or analyses which could not be considered due to the schedule for submission of this report are the Ayres two-dimensional model of the lower portion of the river at 25,000 cfs, recent riverbed topography determined by the Corps and Department of Water Resources before and after the 1997 event, and yet-to-be-analyzed data on fish habitat and juvenile migration conducted by the Service and CDFG in 1997. We did review and consider reports up to 1997 on salmonid spawning activity and habitat provided by CDFG, Ayres' very recent draft report for two-dimensional modeling of the upper 12 miles of the river (Ayres 2001), and other information in the draft EA (Corps 2001).

To evaluate effects of surcharge storage around Folsom reservoir, MBK provided plots of reservoir storage for the 10-, 50-, and 100-year flood routings. The Corps provided information on vegetation in the surcharge zone, as well as a table of elevations within that zone which would be inundated at a given probability of recurrence. This allowed an assessment of the extent to which vegetation in the surcharge zone would be affected.

Flood frequency: Under existing conditions, outflow matches inflow only up to 32,000 cfs, which is equivalent to a 2-year event. Additional inflows up to about the 7-year event are also released at 32,000 cfs. Above the 7-year event, the lake level reaches the spillway, with outflow increasing up to a maximum of 115,000 cfs at roughly the 20-year event, or about 5 times a century. When this level is reached, the dam can control flows at 115,000 cfs up to the 60-year event, the current estimated level of flood protection under existing conditions. Any flows above the 60-year event are uncontrolled under existing conditions.

American River - Folsom Modification Impacts 5 Year and 10 Year Floods

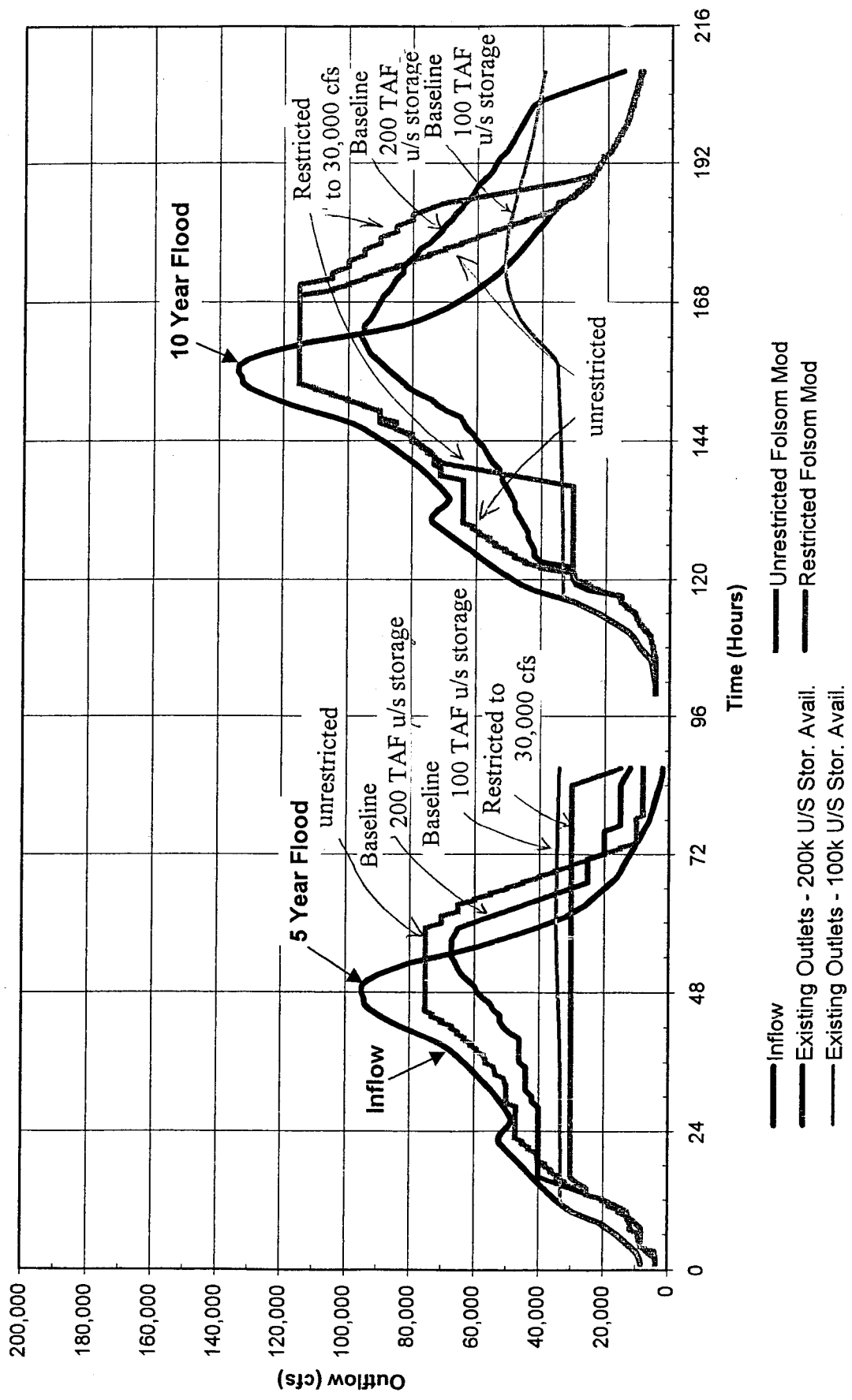


Fig. 3. Flood routing for the 5- and 10-year flood. Restricted operation assumes a release of 30,000 cfs unless actual or forecast inflows equal 100,000 cfs (MBK Engineers, Joe Countryman, September 2000).

American River - Folsom Modification Impacts 5 Year and 10 Year Floods

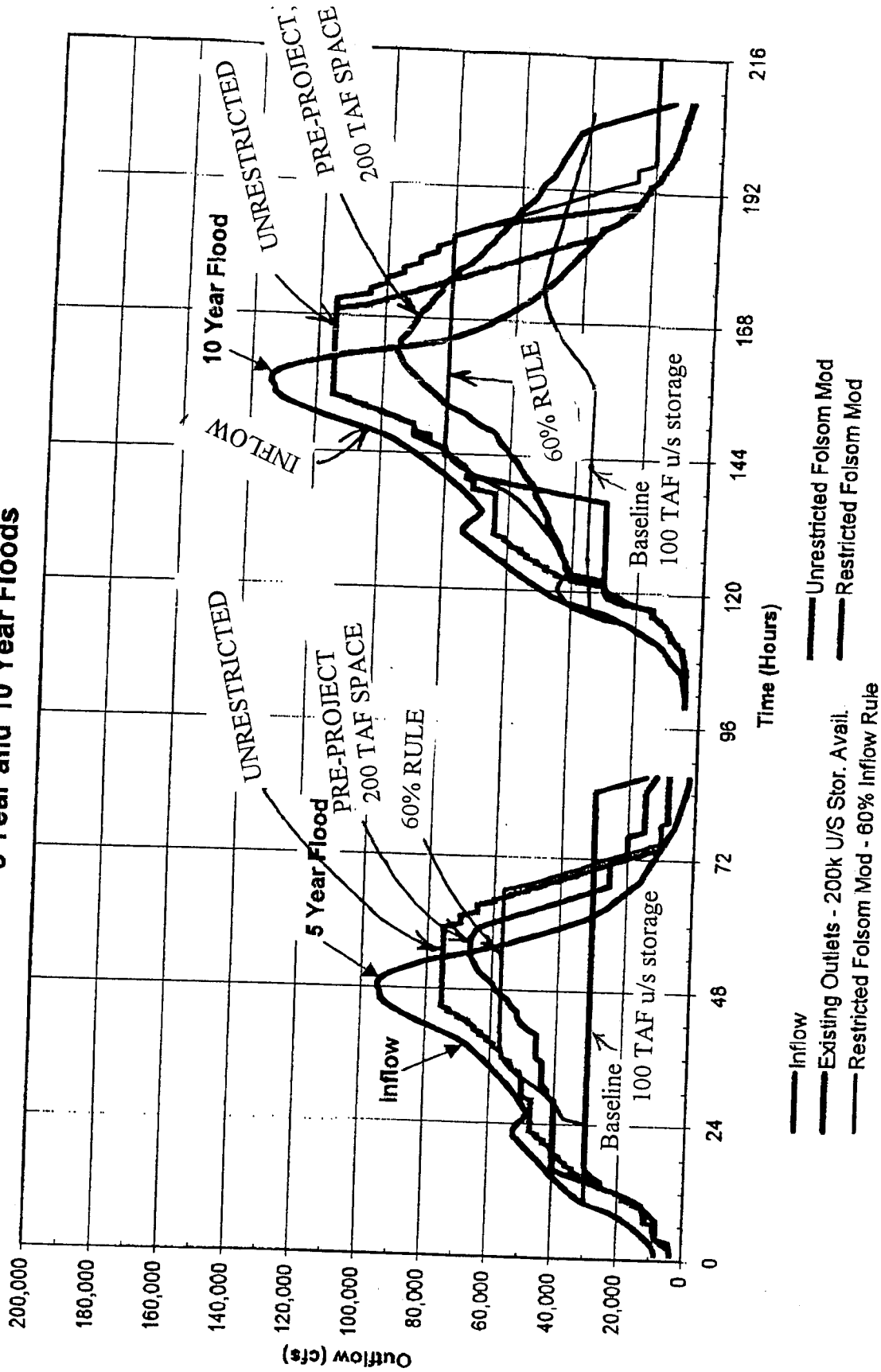


Fig. 4. Flood routing for the 5- and 10-year flood. Restricted operation assumes that outflow is 60% of inflow unless actual or forecast inflows equal 150,000 cfs (MBK Engineers, Joe Countryman, December 2000).

Folsom Dam -- 50 Year Flood Outflow

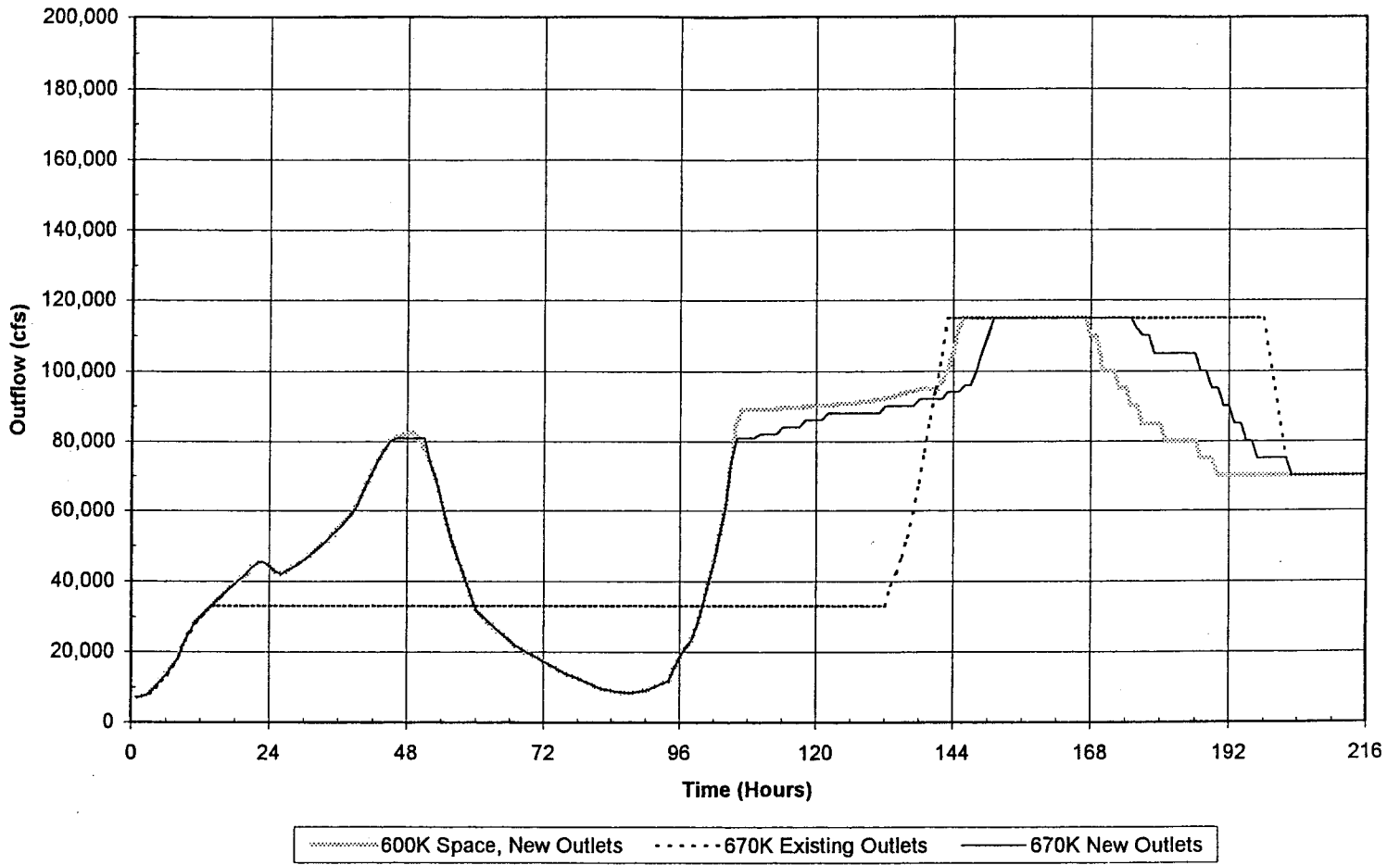


Fig. 5. Outflow predicted from 50-year flood routing under existing conditions, with the enlarged outlets, and with enlarged outlets plus 400/600 TAF reoperation.

Folsom Dam -- 100 Year Flood Outflow

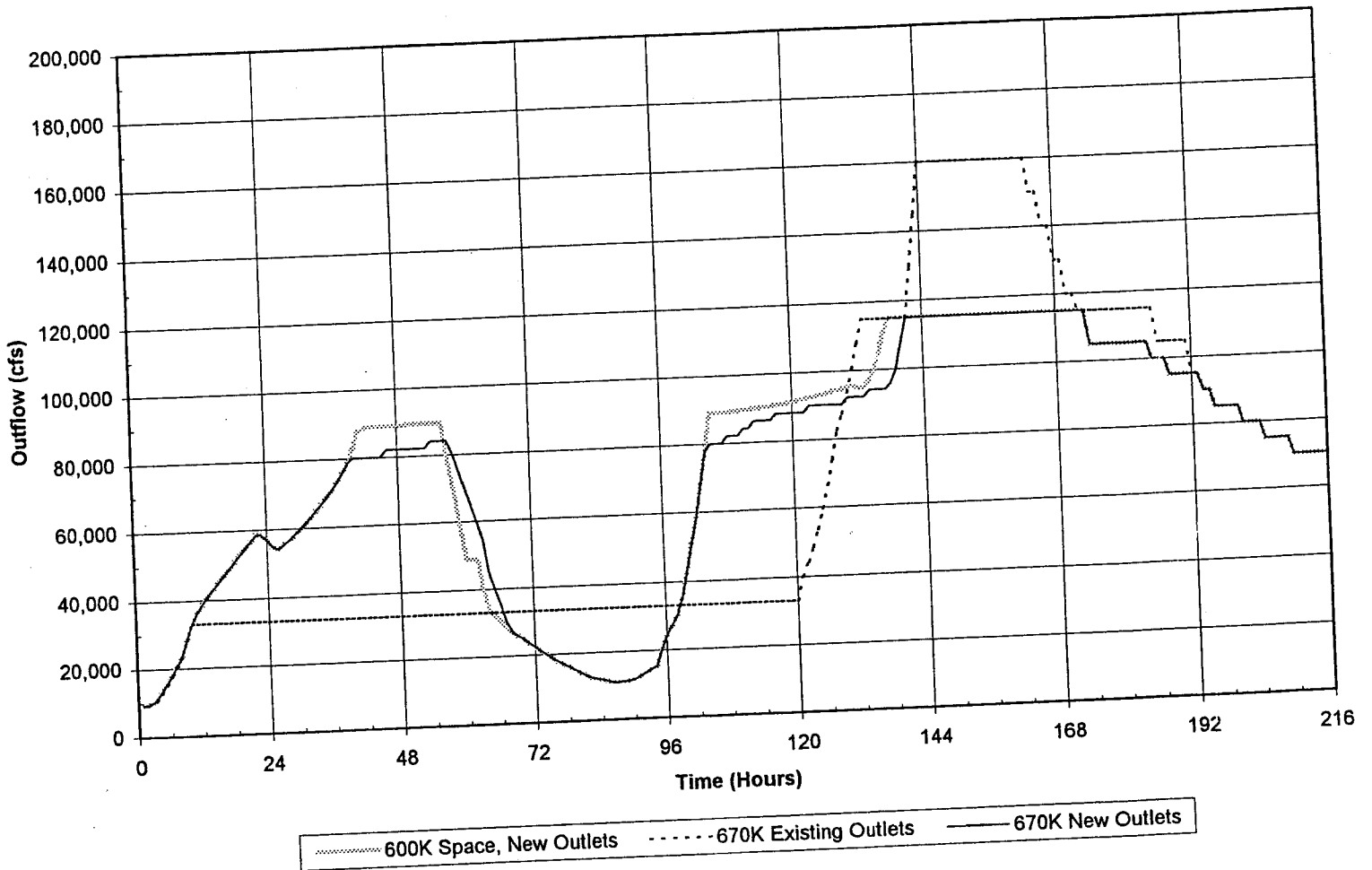


Fig. 6. Outflow predicted from 100-year flood routing under existing conditions, with the enlarged outlets, and with enlarged outlets plus 400/600 TAF reoperation.

A comparison of historical operations with peak inflow suggests more modest differences in outflow due to the proposed outlets than had been suggested previously, although this must be interpreted with a caution. With the new outlets and no rule restriction, outflows would have been 10,000 to 30,000 cfs higher than historical operations, and 30,000 to 70,000 cfs higher than projected without-project conditions, assuming a 400/670 TAF variable flood space (Fig. 2). If movement of gravels begins to occur at 50,000 cfs (discussed below, *see* "spawning gravels"), this additional release could result in a substantial increase in loss of spawning gravels during moderately frequent events.

The two rule restrictions would have somewhat different effects in mitigating the potential effect on spawning gravels. Under the 30,000 cfs rule, the enlarged outlets are used only when actual or predicted inflows are at least 100,000 cfs, limiting outflows to 30,000 cfs up to about the 6-year event. At most, the residual frequency of events in which the outlets could release more outflow than existing conditions (400/670 TAF) would roughly equal the difference between the 6-year event (~18% exceedence) and the 12-year event (~8% exceedence), or about 10% of the time. Moreover, during at least half of that 10%, upstream reservoir storage space would be at or near maximum, causing the baseline flows to be much higher and, therefore, resulting in nominal differences between the baseline and project conditions. So we conclude that, about 5% of the time -- or once every 20 years -- the project could have greater outflows than baseline conditions, generally outflows of 115,000 cfs. Such differences in these highest outflows may cause a significant, adverse impact on spawning gravel or Shaded Riverine Aquatic (SRA) cover.

Under the 60% rule, the enlarged outlets are used to the extent needed to release 60% of the actual or forecast inflow between 25,000 and 150,000 cfs. This restriction rule overlays the historical, fixed 400 TAF operation, which would therefore produce higher flows than the existing 400/670 TAF interim operation throughout this range, but lower flows than unconstrained operation without a restriction rule (Fig. 2). The frequency of events in which project-related outflows might increase is greater for the 60% rule than for the 30,000 cfs rule; roughly equal to the difference between the 2.5 year event (40% exceedence) and the 12-year event (~8% exceedence). Since upstream reservoir space is available at least half the time, we conclude that about 16% of the time, the 60% restriction rule could have greater outflows than baseline conditions. Although this is more frequent than just described for the 30,000 cfs rule, not all such flows are damaging, and flows are actually lower for the 60% rule than the 30,000 cfs rule for the upper portion of the exceedence range (8-15% exceedence). During these larger events, the 60% rule would yield an outflow up to 35,000 cfs below that of the 30,000 cfs rule. Moreover, if we exclude outflows less than 50,000 cfs (24% exceedence), the assumed threshold for riverbed movement, the increase in frequency of 50,000+ cfs flows due to the 60% rule is reduced from 16% to 8% (i.e., half of the 8-24% range). Although this is still more frequent than for the 30,000 cfs rule, we prefer the 60% rule because it would avoid those highest outflows with the most potential for damage to habitat, while preserving ecosystem functions (explained later) associated with the variable flows in the less damaging range of outflows. The 60% rule does not change the frequency of 115,000 cfs flows.

If one compares the 45-year record of dam operation (square symbols in Fig. 2) to what these flows would have been with the new outlets and the 30,000 cfs rule, two events would have had greater flows with the project compared to the historical operation. Both events had actual outflows in the range of 90,000-100,000 cfs -- already above the threshold flow that might cause gravel loss (*see below*, "spawning gravels"). Although the 60% rule overlaps historical operation, it is important to realize that a historical operation under a fixed 400 TAF flood space can sometimes produce higher flows than would a baseline condition of 400/670 TAF variable flood space (i.e., when upstream reservoir space is limited). Comparing only to the historical condition would obscure the potential impact. In fact, three events in the 1922-1996 record had peak inflows in this 100,000 cfs range when the simulated upstream storage would have been very low (1928, 1970, 1982). If one assumes a 400/670 TAF variable flood space, the differences between baseline conditions and the new outlets would have been much greater -- 50,000 cfs without the project versus 115,000 cfs with the 30,000 cfs rule, and 70,000-115,000 cfs with the 60% rule.

In considering the significance of the 8% increment anticipated with the proposed 60% rule, it must be realized that the likelihood of an outflow 50,000 cfs or more is already around 20% without the project. The new outlets, with the 60% restriction rule, would increase the long-term frequency of such outflows from about once every 5 years to about once every 3.6 years. Again assuming 50,000 cfs is the threshold for bed-moving or bank-eroding flow, this means such events would occur 28 times a century with the project -- 8 more than would have occurred under the baseline condition assuming continuation of the interim 400/670 TAF variable flood space operation. We consider this a worst-case condition for several reasons. First, these additional events would have a relatively short duration compared to the other events -- on the order of one day at the peak flow. Second, the actual frequency of such events may be lower than what we inferred from the calculated monthly transfer space spreadsheet. If these monthly values included the flood, it may be that the actual transfer space prior to the flood event was higher. This would reduce, but not eliminate, the likelihood that low transfer space would coincide with a 6- to 10-year event. At least one such event (1982) certainly would have had low transfer space in the month preceding the flood, and others are probable. Third, the project may impart some offsetting benefit during events between the 50- and 100-year events by limiting outflows to 115,000 cfs that would otherwise be as high as 160,000 cfs.

To address uncertainty in the threshold for bed-moving flows, the Corps contracted Ayres to develop a fine mesh, two-dimensional model to predict critical shear stress in the major spawning areas of the project area (Ayres 2001). If, at some sites, it is shown that the flow needed to cause bed movement is much higher than 50,000 cfs, the difference between the baseline and project conditions in terms of duration and area affected by bed-moving flows would be reduced. There may be localized areas that are more (or less) affected by flows caused by the outlets. Since dam construction, exposure to several large events may have redistributed the most susceptible spawning gravel to lower-energy areas where higher flows are needed to move them further.

The incremental increase in high flows over the long term could also elevate bank erosion and associated losses of riparian over baseline conditions. It is more difficult to assign a threshold flow value that causes damage, because such loss is affected by soil type, position of the

vegetation on the bank, depth of the water, and duration of flow. Based on discussions with Ayres (Tom Smith, personal communication), we believe the threshold for damaging flows to be somewhere between the existing and proposed outlet capacities. As we discuss further below, most of this potential effect is likely to be avoided through the use of the restriction rule.

Outflow Pattern: The differences in flow duration were evaluated by comparing representative flood routings for the existing and project conditions (Figs. 3, 4). The flood routings are based on an inflow function representing an initial storm wave followed by a large one. With enlarged outlets, the expectation is that maintaining outflow equal to inflow early in the hydrograph will maximize the ability to control the major storm inflow peak later on. We compare the two baselines (100 and 200 TAF upstream space) with three project conditions: a) unrestricted, b) restricted to 30,000 cfs, and c) restricted to 60% of inflow.

For the 5-year event, the baseline condition with 200 TAF upstream space had a flood peak of around 70,000 cfs and a duration of about 3 days. The unrestricted project condition and 60% inflow restriction have a duration and peak flow very similar to this baseline condition. The 30,000 cfs restriction obviously results in a lower peak flow, which is one day longer than baseline. With 100 TAF upstream storage, the baseline and all project conditions are the same.

For the 10-year event, the baseline with 200 TAF storage achieves a peak flow of around 90,000 cfs with a fairly low ramping rate owing to use of the spillway. Both the unrestricted, and 30,000 cfs restriction had a peak outflow of 115,000 cfs for about a day, somewhat more than the baseline. The 60% restriction resulted in a slightly lower (and longer) peak outflow than the baseline (80,000 cfs). With 100 TAF upstream storage, the project conditions remain the same but the baseline flows drop to a maximum of 50,000 cfs due to greater available space in Folsom.

For the 50-year event (Fig. 5), flows would be 32,000 cfs with the existing outlets for the first 5 days, compared with up to 70,000 for a few hours with the enlarged outlets; spillway flows and duration would be roughly the same. The 100-year event (Fig. 6) shows nearly the same pattern as does the 50-year event, except for existing conditions, during which very high peak flows of 160,000 cfs would cause overtopping of the levees.

Flow velocity: Detailed information available on velocity has now been developed by Ayres Associates (Sacramento) for the entire lower American River, both as average channel velocity (JSA 1998), and as two-dimensional plots of velocity developed for the Corps at 115,000 cfs only (Ayres 2001). At 115,000 cfs, there are significant areas of the channel in excess of 6 feet per second (fps), velocities which could result in bank erosion. The Corps has also provided some average velocity data for five stations along the river over a range of flows. The velocity ranges corresponding to the flow range between the existing and proposed enlarged outlets (32,000-115,000 cfs) for these stations are: Goethe Park (8-11 fps), Sunrise Boulevard (6-10 fps), Watt (4-7 fps), Howe Avenue (3.5-4.5 fps), and Highway 160 (2-4 fps).

FUTURE WITHOUT THE PROJECT

We have emphasized the relative impacts during a 10-year event with low upstream storage, because the flood routings suggest that project and baseline conditions for other cases, except the 100-year flood, are similar. Under baseline conditions for the 10-year event, river flows would be largely limited to 32,000 cfs, with a brief peak of 50,000 cfs. This flow is probably less than what has occurred under the fixed 400 TAF flood space that was in operation from 1955-1994. The effects of such flows on riparian vegetation and bank stability are uncertain, but the pending model study by Ayres of velocities at 25,000 cfs may shed light on this question. The river bed would still be subject to at least 100,000 cfs of peak outflow about 10 times a century when there is either larger storm events and/or greater upstream storage available. These flows may result in some progressive loss of SRA cover or spawning gravels over the long term. Ayres (1997) calculated that 32,000 cfs would not be sufficient to mobilize bed materials, and found that bed profiles at selected locations did not change significantly in 1993 during an event of 16,200 cfs. On this basis, we expect that there would be nominal direct effects of continued existing outlet operations on spawning gravels during the 10-year event or less. In some areas, barren gravels may become slightly more colonized by vegetation under the baseline than with the enlarged outlets, due to reduced flows in the 50,000-115,000 cfs range. No change from existing conditions is expected for resources in Folsom Reservoir.

Infrequently, outflows up to 160,000 cfs would occur during the 100-year event, which could cause additional damage to levees, spawning areas, and riparian habitat.

FUTURE WITH THE PROJECT

The effects of construction itself would be negligible. We have inspected the dam and potential staging areas and determined the habitat values there to be nominal. Impacts would involve disturbance of wildlife due to noise from explosives and increased truck traffic, and temporary disruption of bare ground and sparsely vegetated upland areas. The remainder of this discussion concerns the impacts on reservoir and riverine resources that could result from operation of the enlarged outlets.

LOWER AMERICAN RIVER

FISHERIES - IMPACTS

Spawning Gravels: The effect of the project on spawning gravels can only be stated in a general way. With construction of the dam, sediment supply was cut off, the river bed has incised on the order of 8-10 feet or more, and cobbles suitable for salmonid spawning have been moved downstream. In addition, portions of the lower American River show the general armoring effect of dams, where sediment-free water winnows away the finer material at the surface, leaving larger pebble sizes at or just below the surface. These processes are believed to be continuing, and may be exacerbated at higher flows. The effect of the proposed dam modifications on spawning gravel

may be adverse because it would add more of these higher flow events. However, the magnitude of such an impact would depend on how the increased flows and flow depths change the shear stress in the specific vicinity of the spawning beds, what area would be affected, and how often, relative to the baseline condition.

Evidence from both models and empirical observations suggest gravel movement does occur at the moderate to high flows that would be increased in frequency with the proposed outlet enlargement. During January 1997, for example, a 2-day peak flow of 105,000-109,000 cfs, similar to the maximum which could occur with unrestricted operation of the enlarged outlets, resulted in premature movement of salmonid fry as documented by recoveries from the CDFG fish trap at Watt Avenue (Robert Titus, CDFG, personal communication). Also, the Service conducted a study of spawning habitat at the five most important chinook salmon spawning areas before and after the January 1997 event (Mark Gard, Service, personal communication). Although these data have not been fully analyzed, significant gravel movement and/or grade changes were observed. These processes could have been accompanied by redd destruction, reduction in gravel quality or reduction in the overall area of suitable spawning gravels. Also, the Corps provided measured relationships of velocity to discharge at five locations, two of which were in the potential salmonid spawning reach. At Goethe Park, velocities would increase from 8 to 11 fps between 32,000 and 115,000 cfs. For the same flow range, velocities in the Sunrise Boulevard area, near another important spawning area, would increase from 6 to 10 fps. Such substantial increases could cause bed movement. Shear stress will also rise because of the additional 8-10 feet of water depth.

In studies conducted for the Corps for a previous proposal for a dry detention dam at Auburn, Ayres (1997) indicated that the critical shear stress, the force needed to begin to move the river bed material, is exceeded in significant portions of the lower American River beginning somewhere around 50,000 cfs, including larger materials in the vicinity of the major spawning beds in the upper portion of the study area. As flows increase above 50,000 cfs, the area in which critical shear stress is exceeded expands. Since this modeling was done for the 100-year flood only, the scenarios in Ayres' (1997) sediment budgets are not directly applicable to the proposed outlet enlargement. In addition, the model appeared to include only about 4 cross-sections per mile, and did not consider hydrology after 1992. Thus, any interpretation for the purposes of this project can only be qualitative. Nevertheless, the 100-year event scenario for the dry dam proposal is relevant because, like the enlarged outlets, it assumes flows are limited to 115,000 cfs. That modeling predicted a loss of about 3,800 tons of bed material between the Nimbus fish weir and San Juan Rapid during the 100-year event. Changes in bed elevation were predicted throughout most of the river, including in the vicinity of important chinook salmon spawning areas near Sunrise Boulevard (River Miles (RM) 19.8-20.6) and between RM 14.0-18.8. Because steelhead are more spread out, using a number of small-graveled riffles as far downstream as Cal Expo (~RM 5), impacts on this species' habitat may be widespread. We suspect that the model would predict less material to move during the relatively frequent but short duration flows of this magnitude with the enlarged outlets, but it is not possible to estimate the extent of impact on spawning gravels in this reach from available information.

Although there is insufficient information currently developed to determine the extent to which redds might be dislodged or spawning gravels scoured out, available information suggests this does occur at some level, and would be somewhat greater with the increased occurrence of high flows associated with the enlarged outlets, than under baseline conditions. On the other hand, under rare instances (50- to 100-year event), the project may impart some benefit by limiting flows to 115,000 cfs that would otherwise be as high as 160,000 cfs (Fig. 6). Notably, Ayres (1997, *see* their Fig. 4.31) suggest that the region of bed movement expands greatly between 100,000 cfs and 180,000 cfs. The maximum adverse effect of the outlet modification project is estimated to be an increase of not more than 50% above the future, long-term rate of bank and bed loss under baseline conditions. The more detailed, two-dimensional modeling of the key spawning reaches that is now underway should better specify the magnitude and extent of impacts associated with the enlarged outlet operations. Preliminary results of this most recent modeling indicate that the threshold for spawning gravel movement is near the vicinity of the 50,000 cfs predicted in the 1997 Ayres study (Ayres 2001).

Riparian Vegetation: It is more difficult to quantitatively assess the impact of high flows on riparian vegetation than it is for spawning gravel because the effect is believed to be influenced greatly by the duration, as well as the peak, of flood flows. Factors causing bank failure and loss of vegetation include the size and flexibility of vegetation, the slope of the bank, water velocity, depth of flow, and type of soil. Any losses of trees would constitute a reduction in the quality of both terrestrial habitat, as well as of over-water and in-water cover components of aquatic habitat. If these losses do occur, we anticipate there may be spot repair projects using riprap, that could further degrade habitat quality.

Under some situations, moderately high flows of long duration may cause more damage than higher peak flows of short duration, because movement of the root structures in vegetation can loosen the supporting soil with time and lead to massive bank failure. Since the flood routings suggest that duration of peak flows for the more significant, 10-year and larger events, is similar with or without the project (Figs. 3, 4), damage of this type is not expected.

Unfortunately, we are lacking a specific analysis of bank erosion for the proposed project. Previously, Ayres (1997) did such analyses for various options to a dry dam proposal. In that study, Ayres considered the duration and magnitude of a range of events at 30 critical locations on the lower American River, calculating long-term weighted average bank work as an index of erosion. Ayres concluded that alternatives which would cause an increase in duration of high-to-moderate in-bank flows would also increase the potential for lateral instability in the upper reaches of the lower American River. It is unclear whether the proposed outlet modifications and 60% rule would have such an effect. A similar analysis should be undertaken if not for this project, then for the anticipated permanent reoperation pursuant to revision of the Water Control Plan.

Fish stranding: When rivers rise and fall, there is a chance that fish, especially juveniles, can become stranded in isolated water bodies or on land. Normally, stranding would increase with the magnitude and frequency of water level fluctuations, with the descending limb of the hydrograph being the most important factor. With the new outlets, such water level fluctuation is evident in

the project versus baseline comparison for a 10-year flood with low upstream storage. In that case, enlarged outlets would have a flow peak around 70,000 cfs compared to 32,000 cfs with the existing outlets. Since flows in either case would span the full width of the levee, even for lower reaches of the river which are important for Sacramento splittail spawning and rearing, stranding does not appear to constitute a significant impact of the project.

Spring operations: If a 10-year flood event were to occur at a time when the reservoir is becoming stratified, operation of the enlarged outlets could result in a reduction in cold water reserves. This is because both tiers of outlets are much lower (205.5 and 275.5 feet msl) than the spillway seat (417.2 feet msl). Discharging cooler water through the outlets rather than warmer water from the spillway could have some adverse effect on salmonid rearing in the remainder of the spring and summer. Had the project been in place in 1928, when the 1-day peak rainflood was 163,000 cfs on March 25 (followed by moderate unimpaired inflows in April and May), some loss of coldwater reserves and impact to salmonids could have occurred.

The impact related to springtime loss of coldwater reserves represents a more difficult case to mitigate; our initial review of unimpaired inflows suggest such an event is indeed rare, but possible (1-2 times per century). Factors such as the timing and temperature of inflow after a storm event, maximum storage, and extent of stratification could influence the magnitude of such an impact. In the draft EA, the Corps included an analysis by a consultant (SWRI, Sacramento) of potential effects of the outlets on coldwater reserves. SWRI opined that coldwater reserve reduction is not likely to occur because stratification would weaken during high inflows. While their analysis of an event on March 13, 1995, suggested that the reduction in reserves would be small, this was due more to the limited use of the spillway than lack of stratification, as the spillway release would have been 3°C warmer than the enlarged upper tier outlets. SWRI also notes that the difference in combined release temperature due to the project is further minimized by the 60% rule, because the restriction reduces the use of the enlarged outlets only, not releases through the power plant.

Although the impact appears minimal, slightly larger and later March events (such as occurred in 1928) might involve greater losses of cold water. Given the rarity of such an event, designing and installing a device to selectively discharge warmer water through the enlarged outlets does not seem practical. A more logical solution would be to develop a contingency plan to make some use of the spillway in lieu of the enlarged outlets in the event of late season flood releases. Such spillway use would be possible towards the end of March, and needed only for those years when creditable transfer space upstream is fully available. At that time, the reservoir could be filled somewhat above the spillway crest, to around 430-435 feet msl, allowing roughly 40,000-60,000 cfs to be released from all 8 gates combined (Chart A-4 in Corps 1987). Although this would only partially avoid the impact, other operations may be possible to limit use of the enlarged outlets and/or increase use of the spillway when the lake is undergoing stratification. For example, late season encroachment into the flood space could be employed to increase use of the spillway so as to avoid loss of coldwater reserves during outlet operations.

Flow spectrum: Although the 30,000 cfs rule restriction may reduce potential effects on spawning gravel area, it involves the elimination of intermediate flood flows of 30,000-115,000 cfs. Some areas where the bankful stage is greater than 30,000 cfs might experience undercutting due to the long duration of constant flow. Less frequent inundation of high terraces could affect the recruitment of seed source and germination of certain riparian species such as cottonwood. Inputs of gravel from near-channel deposits, as well as detritus and wood from the floodway riparian area, would be reduced. Limiting flows to 30,000 cfs might cause bar gravels to become more stabilized by encroaching vegetation that would otherwise be scoured out. While excessive scouring is undesirable, some movement of bar material could be beneficial in replenishing spawning gravels.

Conversely, the 60% rule would enhance intermediate flows in the 30,000-115,000 cfs range. Presumably, these same ecosystem functions would be enhanced.

Cumulative impacts: The proposed enlarged outlets are a necessary prerequisite to any modification of the current 400/670 TAF variable storage space. After the outlets are constructed, it may be possible to promulgate a new flood control diagram with as little as 400/600 TAF variable storage space, and still maintain adequate flood protection. Although this reoperation is not part of the proposed project, it is a potential consequence of it. By reducing the variable storage space, up to 70,000 ac-ft of additional carryover would occur at the expense of mid-winter flows. This water would be detained generally during the first or second large storm of a particular water year, and could be anywhere from late December (such as occurred in 1996) to mid-February (as in 1998). This carryover could have benefits: improving the coldwater reserves, and reducing erosive flows over the spawning beds and along vegetated banks of the river. Several routings for the new outlets in combination with reduction of the variable flood space were also provided by MBK (Figs. 5, 6). The duration of peak flow with 400/600 TAF operation was slightly shorter for the 50-year event, but the same for the 10-year event (not shown) and 100-year event (Fig. 6); thus, no significant adverse impacts are expected due to flow.

Adverse cumulative impacts might include less splittail spawning habitat in the lower portion of the river, and less combined flows in downstream areas (both the Sacramento River and Delta). These impacts would occur generally at intermediate flows where upstream reservoirs are filled. Although SAFCA (2000) did evaluate the effect of long-term reoperation of the Corps' existing flood control requirements with this condition (i.e., fixed 400 TAF vs. variable 400/600 TAF), they did not provide information on Folsom storage, or isolate the effects of the enlarged outlets under the current operational agreement (fixed 400/670 TAF). Because the river flows for the 400/600 TAF and 400/670 TAF scenarios (both with enlarged outlets) are similar under most conditions, we expect that impacts on splittail would also be similar.

A more important cumulative effect to consider is that of the interim operation in combination with the enlarged outlets, for which the baseline would presumably be a fixed 400 TAF operation. As discussed earlier, a fixed 400 TAF flood space would have resulted in about the same frequency of flows above 50,000 cfs as was predicted for the 400/670 TAF flood space with the enlarged outlets and the restriction rule. What this means is that with rule-restricted operation of

the enlarged outlets and some form of the variable flood control space (either 400/670 or 400/600 TAF), there is likely to be no significant change in high outflows that could cause habitat damage, compared to the past 45 years of historical operation.

WILDLIFE - IMPACTS

Upland refugia: During flood control operations, higher peak flows could result in the temporary inundation of upland areas in the floodway where many mammals, birds, and other wildlife reside. The area of such impact would be slight, and confined to a narrow but very long band of levee or floodway face that would be submerged between the stage for discharge of the existing outlets (32,000 cfs), and the new outlets (115,000 cfs). We estimate there to be about 12 acres that would be inundated in this area, assuming an average stage height difference of 10 feet, and distance of 10 miles. Most active animals would have time to evade the rising water, and move into adjacent suburban or other upland areas. Some might become stranded and drowned on islands. Any hibernating animals would also be killed in inundated areas.

Riparian habitat: As already discussed above (Fisheries-impacts), riparian habitat may be adversely impacted by the increased frequency of high flows. This would result in impacts to birds and other species that use woody vegetation, but these impacts would be confined mainly to habitat on the bank edge, not the benches of the floodway. Island habitat may also be slightly reduced if the incremental increase in higher flows were to cause erosion of these islands.

ENDANGERED SPECIES - IMPACTS

The Service has consultation responsibility for all federally listed species (except for anadromous salmonids, which are the responsibility of NMFS) that may be affected by the project. On May 7, 2001, our Endangered Species Division notified the Corps that the proposed action is not likely to adversely affect the listed delta smelt, Sacramento splittail, or valley elderberry longhorn beetle (Appendix 2). On March 15, 2001, NMFS determined that the project is not likely to adversely affect winter-run or fall/late-fall run chinook salmon or their critical/essential habitat. Below are brief discussions of the four federally listed threatened or endangered species under the Service's authority which are likely to occur in the project area.

Valley Elderberry Longhorn Beetle (Desmocerus californicus dimorphus) (Threatened): All life stages of the valley elderberry longhorn beetle (VELB) are found exclusively on elderberry bushes (*Sambucus* spp.); larvae feed on the pith of the stems and roots, and adults consume the foliage. The larva chews an exit hole in the plant prior to pupation, and returns to the pith to pupate. The adults exit through this same hole, and then feed on foliage (perhaps flowers). Presence of the species is inferred from the occurrence of these exit holes. Adults are present and mate in the spring, with females laying single or a few eggs on live elderberry plants. Instars burrow into the stems after hatching and are not seen until pupation as adults the following spring. Elderberries most commonly occur in association with other species in riparian or savannah plant communities.

While a only portion of the lower American River has been designated as critical habitat for VELB, elderberries are found throughout the river, and around Folsom Lake and Lake Natoma. Because these plants occur on the higher terrace of the riparian zone, they should not be subject to potential impacts of the project via mobilization of gravels or bank edge erosion. Some additional inundation of elderberry plants could occur with the project for the 52 elderberry shrubs identified within the surcharge storage space, of which one shrub shows evidence of VELB occupation (exit holes). In our May 7, 2001 letter, we concluded that such inundation is not likely to adversely affect the VELB.

Delta smelt (Hypomesus transpacificus) (Threatened): The delta smelt is a small, translucent estuarine fish which is endemic to San Francisco Bay, but which spawns in the Sacramento-San Joaquin Delta (Delta). Adults enter dead-end sloughs and channel edgewaters of the Delta to spawn between February and June, with the adhesive eggs attaching to hard substrates including rocks, tree roots, gravel, and submerged vegetation. Soon after hatching, its planktonic larvae move downstream to rear in the region of maximum turbidity (or entrapment zone), which can vary depending on outflow anywhere from the western portion of Suisun Bay to the confluence of the Sacramento and San Joaquin Rivers. Factors which are believed to be responsible for this species' decline are increased export (pumping), drainwater toxicity, and introduction of exotic species which compete with the smelt for food.

While the delta smelt historically occurred up to the confluence of the Sacramento and American Rivers, it is generally found downstream of Clarksburg. Even if it were to be found in the mouth of the American River, the proposed project operation would have a minimal effect on its habitat because of the predominant influence of tides and the Sacramento River on water levels in the first few miles of the American River. Although the effect of the outlets on delta outflow has not been specifically studied, SWRI (2000) did examine the combined effects of new outlets and 400/600 TAF variable space reoperation relative to a base condition of fixed 400 TAF space using the Department of Water Resource's PROSIM model. Those results indicate very slight changes in outflow for the combination of those actions, so it seems reasonable to assume that the outlets alone would have no more than a nominal impact.

Sacramento splittail (Pogonichthys macrolepidotus) (Threatened): The Sacramento splittail is another endemic California fish which is distributed from fresh to brackish waters, and whose abundance appears to be correlated with the area of flooded lands, much of which is formed during years of flood bypass operation. Spawning occurs in late April and May on inundated lands, and the larvae move to deeper areas in the summer as waters recede. This species' decline has coincided with increased pumping and reduced outflow in the Delta, loss of habitat, and consecutive years of drought. The potential impacts to this species in terms of stranding and loss of potential spawning and rearing habitat, which would also apply to other species in the lower American River, have already been discussed above (Fisheries - Impacts). As stated in our May 7, 2001 letter, we do not consider these impacts to adversely impact this species.

Central Valley Steelhead Trout (Oncorhynchus mykiss) (Threatened): The life history of the steelhead has already been reviewed above, as have several mechanisms (gravel movement at high

flows, loss of bank vegetation and cover, diminution of coldwater reserves during spring operation) that could impact salmonid habitat due to the proposed project. Impacts on steelhead could be different because the species spawns later in the season, uses smaller gravels, and has a wider spawning distribution along the American River than does chinook salmon.

FOLSOM RESERVOIR

Fisheries: Operation of the enlarged outlets would occur outside the spawning season of warmwater fishes. MBK engineers provided representative plots of reservoir storage for 10-, 50-, and 100-year flood routings. The effect of the operation, under all event scenarios, would be to reduce the maximum storage level and amplitude of fluctuation in the reservoir. For example, under existing conditions, a 10-year event would result in a peak storage of about 540,000 ac-ft, and would take about 14 days to return to a stable level. The area would fluctuate between 5,800 to 8,300 acres. With the enlarged outlets, a 10-year event would peak at a lower storage, around 405,000 ac-ft (7,000 acres inundated), and would return to stability in about 6-7 days. This reduced fluctuation zone and duration of inundation might allow some additional recruitment and survival of willows within the inundation zone. Such vegetation is important cover for fishes, and would constitute a mild benefit. In terms of recreation, lake level change is widely thought to "turn off the bite", even at modest changes of 1-2 feet per day. Because lake level would reach stability sooner with the enlarged outlets, recreational fishing conditions should slightly improve.

Vegetation: Effects on wildlife could occur from any losses of habitat in the surcharge zone over the long term. Impacts of surcharge on habitat would be proximately caused by loss of soils through wave action during the inundation period, or through collapse of the shoreline soils, if there were slope failure of the heavier, waterlogged soils, as water levels dropped. Although short periods of inundation can be tolerated during most of the winter season, mortality can result if inundation occurs during the growing season, beginning around March.

With both the new outlets and the structures to allow surcharge, the probability of inundation decreases and the length of time increases (Table 1). For example, the probability of inundating up to elevation 473.8 msl under existing conditions is about 1 in 150 years, for a duration of 14 hours. With the proposed project, the chance of inundating that level is reduced to about 1 in 181, and the inundation period is extended to about 41 hours. At lower computed probabilities (1 in 125), lower portions of the surcharge zone (up to 472.5 msl) would be inundated for 18 hours under existing conditions only. A simple way of comparing the existing to the project conditions is to scale the inundation by its probability of occurrence. If the project life is 100 years, and the probability of inundation for 14 hours under existing conditions at 473.8 feet msl is 1 in 150, then the exposure per 100 years is $100/150 \times 14$, or about 9 hours. Similarly, the exposure per 100 years with the project would be $100/181 \times 41$, or about 23 hours. Thus, the cumulative inundation over the long term with the project is about twice that of existing conditions.

At this time, it is not possible to conclude with any degree of certainty whether such an increase in exposure would result in loss of the 157 acres of habitat within the surcharge zone. A high wind

event and/or a large March runoff event could result in direct mortality or physical loss of this habitat. In our opinion, however, the chance of such a loss appears low given the short duration involved (14 additional hours) and very low frequency (less than once per century). The largest recorded March inflow of 163,000 cfs, in 1928, was much smaller than the 181-200 year event that would utilize the surcharge space. Given the uncertainty of the impact, but finite low probability of adverse impacts, a specific mitigation plan is not warranted. Nevertheless, a long-term monitoring/remedial action program of vegetation in the surcharge zone should be designed and implemented. At regular intervals (every 10 years), the surcharge area should be typed by habitat, including any eroded areas due to wavewash. If a 181-200 year event is recorded (i.e., peak inflows in excess of 400,000 cfs, *see* Fig. 1), habitat typing should be done the summer following the event to determine any loss of habitat and need for mitigation.

Table 1. Probability and duration of inundation in Folsom Reservoir under existing conditions and with construction of enlarged outlets and structures to allow surcharge to 474 feet msl (provided by Corps of Engineers, Sacramento District).

Expected Probability	Computed Probability	Existing Condition		New Outlets + Surcharge to 474	
		Elevation	Hrs Above 470	Elevation	Hrs Above 470
84	100	471.3	17	457.0	
111	125	472.5	18	464.5	
128	150	473.8	14	465.7	
147	175	473.8	12	469.7	
151	181	473.8	12	474.0	41
164	200	473.7	11	474.1	35

Cumulative impacts: If the variable flood space were reduced to 400/600 TAF, the minimum area of the lake would increase from about 5,800 acres to about 6,600 acres. This would likely result in a moderate benefit to reservoir fishes.

DISCUSSION

Relative to baseline conditions of the existing outlets and interim operations, the flows associated with the proposed outlet enlargement may have a modest impact on important chinook salmon and steelhead resources or their habitat on the lower American River. We base this conclusion on the expected increase in frequency of discharges >50,000 cfs; discharges that recent study (Ayres 2001) has determined would result in forces that could erode the river bed and/or banks, causing losses of spawning gravels and bank edge vegetation. Similar occurrence of such flows occurred during the 1955-1994 operation of Folsom Reservoir under a fixed 400 TAF flood space, but are an inappropriate baseline for analysis. Presently, such flows are somewhat less likely due to interim reoperation at a variable 400/670 TAF flood space. Completion of the Ayres (2001) study will better specify the locations of spawning areas at risk, and the magnitude of impacts in

the range of enlarged outlet operation. Nevertheless, a considerable amount of spawning gravel and riparian habitat has remained in the lower American River after repeated historical exposure to previous events >50,000 cfs, enough to support among the most important runs of fall-run chinook salmon and steelhead trout in the Central Valley. Due to the original dam construction, there has been an absence of gravel recruitment, and gradual grade changes that may be adversely affecting fish and wildlife resources. Therefore, care should be taken so that any additional structures or operations will minimize the rate of future loss of habitat.

In response to our previous report recommending that impacts be mitigated first by operations, the Corps has proposed a restriction rule to limit use of the outlets to 60% of the outflow for inflows in the 25,000 to 150,000 cfs range. Such a rule would limit impacts due to high flows to a confined range and frequency of events -- at most about half of those events occurring between the 24% and 8% probability of exceedence (i.e., when upstream reservoir space is limited). The 60% rule avoids the concern about the 30,000 cfs rule regarding the loss of flow spectrum between 30,000 and 100,000 cfs. Important riverine processes could be occurring in this flow range: replenishment of large woody debris, providing inputs of detritus from the floodway, germination of trees on high terraces, and preventing gravel bars from becoming fully encroached by scouring vegetation. The 60% rule should be implemented to approximate the historical and/or baseline condition, which should retain these processes at the baseline level of function.

In addition to the restriction rule, other factors in day-to-day operation may produce less frequent high outflows, or lower volumes of outflow than predicted by the flood routings. These include the degree of willingness of the Corps to allow encroachment into the flood space based on season, meteorology, or other basin conditions to meet conservation needs, the timing of high flows compared to the life history of the fishes, the actual duration of the inflow peaks, and the precision of the model we reviewed to evaluate upstream storage conditions. Typically, operators have tried to release less during moderate storm events to maximize water conservation. In two past years with modestly high peak inflows, these flows were captured instead of being released (1960 - 60,000 cfs; 1981 - 80,000 cfs). Although we cannot determine if such operations would be applicable with the enlarged outlets and revised hydrology, we would expect that the improved capability to make greater releases with the enlarged outlets to result in a similar effort to capture moderate inflow events. Otherwise, ramping requirements, water conservation needs, and storage conditions in the reservoir would all tend to also reduce the outflow peaks and in some cases, capture them.

Although we have not fully analyzed prospective changes to the flood diagram, such as to a 400/600 TAF variable flood control space, the information currently available suggests that such a revision would rarely affect operations during the flood control season. The changes would occur from the proposed outlet modification in the presence or absence of any modification to the flood control diagram. In a consultation letter of May 7, 2001, our Endangered Species Division expressed concern about future revision of the Water Control Manual (Corps 1987) as a result of the enlarged outlets, and potential effects of revised flows on splittail habitat. However, we noted that action would need to be considered in a future section 7 consultation, separate from the construction of the enlarged outlets and surcharge features.

CONCLUSION AND RECOMMENDATIONS

Because information is incomplete on how high outflows affect sediment movement and bank stability, it is not possible to formulate detailed mitigation recommendations. We recommend that the Corps complete or undertake studies to estimate, under various event scenarios, the effect of individual and repeated exposures of the river bed to these flows on potential salmon spawning areas and river banks. As a necessary prelude, the Corps should update hydrologic and topographic information, and evaluate various modeling approaches that would best predict these effects. Concurrently, data analyses should be completed by the Service and CDFG to evaluate the impact that 1997 flows had on chinook salmon and steelhead or habitat. The Corps and/or local sponsor should collate information on any bank damage or river bed changes in relation to outflows, particularly those which may have occurred recently. Although we are aware that the Corps has contracted for a study of the effects of the project on spawning gravels, no similar analysis has yet been undertaken as to the effects of project operation on river bank erosion. A separate analysis of bank erosion potential should be completed as soon as feasible, at least in advance of any proposed permanent reoperation involving revision of the Water Control Plan.

If as a result of these analyses, it is determined that the spawning areas or riparian habitat may be adversely affected by the enlarged outlets, the Corps should first consider alternative operational scenarios that would reduce or eliminate the risk of such impacts. Such actions may include additional operational rules, modification of the flood diagram to reduce the frequency or duration of high discharges, or possibly augmenting existing structures to permit these operations without detracting from flood protection (e.g., slight raising of Folsom Dam). If outlet operation could be further restricted when upstream reservoir space is low, this might eliminate the occasional high outflows we cite as potentially causing impacts on resources.

If such alternatives cannot completely eliminate impacts, a decision must be made as to whether the residual impact is of a sufficiently low magnitude that it can be fully mitigated. We believe this is the case for the proposed project, because the potential impacts are modest, and would manifest over the long term. Mitigation actions may consist of restocking spawning gravels or performing other channel modifications in which spawning areas would tolerate large flows, and stabilizing eroding banks with biotechnical repairs that emphasize natural materials (vegetation, wood) with an absolute minimum use of rock. Even in the event these impacts are considered insignificant (or there are predicted net benefits), we would still recommend a long-term monitoring program be implemented, and contingency actions be developed that would be done in case unanticipated impacts are observed. Biological monitoring elements in the lower river may include additional redd surveys after large discharge events, evaluation of juvenile rearing, and regular surveys of spawning gravel, bed topography, bank erosion, and riparian cover. The surcharge zone should also be surveyed for habitat distribution at regular intervals over the long term (e.g., every 10 years), and after each use of the surcharge zone (i.e., once every 150-200 years). Finally, a contingency plan to maximize use of the spillway should be developed for use in those instances in which flood releases might be needed when the reservoir is stratified.

Considering the array of possible operational rules that could be employed, and our initial evaluation of the worst case of identifiable impacts, we believe that the proposed outlets and surcharge structures are not likely to result in substantial changes in habitat quality or quantity in the immediate future. At worst, the project could result in some incremental reduction in habitat quality over the long term, but it does not appear to be of the sort that would be immediate, permanent, severe, or unmitigable. We also believe the flexibility in operation provided by the project structures could be used in ways which minimize impacts of the project and, possibly, provide benefits in some years. At the least, should it be shown that the existing condition of uncontrolled flows of up to 160,000 cfs during a 100-year event could cause habitat loss, the project would eliminate that particular risk. Lastly, if any unanticipated levels of impact are revealed at the conclusion of ongoing Corps studies, our recommendation to minimize them would involve adjustment of operations (including other restriction rules), rather than modifying the design of the outlets or discontinuing construction. The appropriate time to consider these adjustments, and completed studies on spawning gravel and bank erosion impacts, would be as part of a permanent reoperation, at the time that revision to the Water Control Plan associated with reoperation is submitted to the Service for additional FWCA coordination and ESA consultation activities. Accordingly, the Service does not object to construction of the proposed project at this time, even in the absence of complete information on the effects at high flows.

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Smith, Tom. 2000. Ayres Associates. Sacramento, CA.

Titus, Robert. 2000. Environmental Specialist III. California Department of Fish and Game. Environmental Services Division. Sacramento, CA.

APPENDIX 1: NMFS letter of concurrence



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Southwest Region
501 West Ocean Boulevard, Suite 4200
Long Beach, California 90802-4213

September 19, 2000

In Reply Refer to:
SWR-00-SA-0057:BFO

SEP 21 2000
SACRAMENTO
FISH & WILDLIFE SERVICE

Dale Pierce, Acting Field Supervisor
Fish and Wildlife Service
Sacramento Office
2800 Cottage Way, Room W-2605
Sacramento, CA 95825-1846

Dear Mr. Pierce:

This letter transmits comments by National Marine Fisheries Service (NMFS) on the U.S. Fish and Wildlife Service (FWS) draft Fish and Wildlife Coordination Act (FWCA) report titled, "*American River Watershed Investigation Folsom Dam Outlet Modification Project, California*". The report evaluates the impacts to fish and wildlife of enlarging the outlet pipes on Folsom Dam from 5x9 feet to a maximum of 10x15 feet, which would increase total discharge capacity from 32,000 cfs to 115,000 cfs. The project is proposed by the Army Corps of Engineers (Corps) to increase the level of flood protection by enabling operators to balance outflows with inflows early in the storm hydrograph.

NMFS is responsible for the management, conservation and restoration of anadromous fish species listed as threatened or endangered under the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 et seq.). In addition, recent amendments to the Magnuson-Stevens Fisheries Conservation Act require federal action agencies to consult with NMFS regarding potential adverse effects of their actions on Essential Fish Habitat (EFH), which has been designated for important anadromous and marine fish species.

The Pacific Fishery Management Council (PFMC) has recommended that EFH be adopted for the Pacific salmon fishery. The geographical extent of this EFH identification includes freshwater habitat currently or historically accessible to Pacific salmon. Therefore, in addition to consultation under Section 7 of the ESA, an EFH consultation with NMFS will be required for this project.

NMFS has reviewed the FWCA report. The proposed Corps project may adversely affect federally threatened Central Valley steelhead (*Oncorhynchus mykiss*), and impact critical habitat, as well as adversely affect EFH for fall run chinook salmon (*O. tshawytscha*). As cited in the report the critical shear stress, the force needed to begin moving the bed material, is 50,000 cfs, in the vicinity of the major spawning beds. The increase in frequency of discharges > 50,000 would be about four times as frequent as under current existing conditions. Model runs conducted by Corps for the Auburn Dam proposal showed a loss of 3,800 tons of bed material between Nimbus fish weir and San Juan Rapid.



Direct impacts to steelhead spawning and habitat may occur, if under the worst-case scenario, water would be released during the first or second large storm of the season, December through mid-February.

We concur with the FWS recommendations that Corps conduct additional sediment engineering studies below Nimbus Dam to estimate the effect of these increased flows on salmon and steelhead spawning and their habitat. Operational alternatives should be evaluated first before enlarging the outlets. The Corps should also consider mitigation actions proposed by FWS such as restocking spawning gravels for both species in several areas below Nimbus as well as adding large woody debris to eroding banks in place of rip rap.

Due to the cost and length (5-6 years) of this major construction project NMFS recommends that the Corps initiate formal consultation with this agency and FWS pursuant to Section 7 of the ESA. The EFH consultation for this proposed action will be consolidated with the above referenced Section 7 consultation. The Corps may incorporate the EFH assessment into documents prepared for the formal consultation initiation package such as in the biological assessment.

Since the Bureau of Reclamation (Bureau) has already embarked on a Value Assessment (VA) of modifications to Folsom Dam for temperature control, perhaps the Bureau and the Corps can work together to find a solution that will increase flood protection and provide cooler temperatures during summer and fall.

If you have any questions, please contact Bruce Oppenheim in our Sacramento Area Office, 650 Capitol Mall, Suite 6070, Sacramento, CA 95814. Bruce can be reached by telephone at (916) 498-8989 or by FAX at (916) 498-6697.

Sincerely,



Rebecca Lent, Ph.D.
Regional Administrator

cc: NMFS-PRD, Long Beach, CA
U.S. Army Corps of Engineers, Sacramento District, CA (Attn: Patricia Roberson)

APPENDIX 2: NMFS and USFWS Biological Opinions



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825-1846

IN REPLY REFER TO:
1-1-01-I-1706

May 7, 2001

Mr. Ken Hitch
Chief, Planning Division
Department of the Army
U.S. Army Engineer District, Sacramento
Corps of Engineers
1325 J Street
Sacramento, California 95814-2922

Subject: Review of the Proposed American River Watershed - Folsom Dam
Modification Project, Sacramento, Placer, and El Dorado Counties,
California

Dear Mr. Hitch:

This letter is in response to your June 19, 2000, request for formal consultation on the Proposed American River Watershed - Folsom Dam Modification Project, Sacramento, Placer, and El Dorado Counties, California (proposed action). Your letter was received by the Service on June 22, 2000, and was followed by letters containing additional information required for consultation dated January 26, 2001 (received February 5, 2001) and March 20, 2001 (received March 22, 2001). This response is in accordance with Section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*)(Act).

The U.S. Fish and Wildlife Service (Service) has reviewed the information contained in your June 19, 2000; January 26, 2001; and March 20, 2001 letters. Observations of the project site, including Folsom and Mormon Island Dams were made during an April 11, 2000, site visit involving representatives of the Service, the U.S. Army Corps of Engineers (Corps), National Marine Fisheries Service (NMFS), Bureau of Reclamation (Bureau), the Reclamation Board, and MBK Engineering. Additional observations of the staging areas associated with the proposed action were made during an January 18, 2001 site visit involving the Service, Corps, and Reclamation Board.

Based on the biological information contained in the June 2000 *Supplemental Biological Data Report, American River Project, Folsom Dam Modifications*; the February 2001 *Draft Environmental Assessment/Initial Study, American River Project, California, Folsom Dam Modifications*, the March 2001 *Draft Environmental Assessment/Initial Study, American River*

Watershed, California, Folsom Dam Modification Project, and observations made during the April 11, 2000, and January 18, 2001, site visits, the Service concurs with the Corps' determination that the proposed action is not likely to adversely affect the threatened valley elderberry longhorn beetle (*Desmocerus californicus dimorphus*), the threatened Sacramento splittail (*Pogonichthys macrolepidotus*), or the threatened delta smelt (*Hypomesus transpacificus*). A complete administrative record is on file at the Sacramento Fish and Wildlife Office (SFWO). The following narrative describes the proposed action and the specific measures that ensure the proposed action is not likely to adversely affect listed species.

Description of the Proposed Action

The Corps has proposed to use controlled interior blasting to enlarge the eight existing river outlets on Folsom Dam to allow them to conduct 115,000 cubic feet per second (cfs) at a reservoir elevation of 418 feet. Construction is scheduled to last 6 years, with no loss in the discharge capacity of the dam.

Surcharge storage, the reservoir storage located above the gross pool elevation [between 470 feet above mean sea level (amsl) and 474 feet amsl], will be used to increase the flood control capacity of the reservoir. Changes to the surcharge space will be accommodated via the replacement of the three emergency spillway gates with Tainter gates (as already exist on the five main spillways), relocation of the hydraulic power units for the penstock gate hoists, raising the impervious core (slurry wall) within Mormon Island Dam and Dikes 5 and 7, and by flood-proofing the Newcastle Power House.

Haul routes to and from the dam site are on existing, well-maintained access roads. Staging areas are situated within existing parking lots or equipment yards. Disposal will only occur at existing, permitted facilities.

Delta Smelt and Sacramento Splittail

Delta smelt occur in the portion of the lower American River that forms a backwater during elevated river stages in the lower Sacramento River. Delta smelt critical habitat includes areas of tidal influence, including the extreme lower reaches of the lower American River. Sacramento splittail spawn in the lower American River in greater numbers and throughout more of the reach than do the delta smelt. Given that the Sacramento splittail spawns more widely in the lower American river, and that spawning requires areas of shallow water with emergent and submergent vegetation which could be affected by the proposed action, this species is given the greater consideration in this effects analysis.

Dredging will occur on the upstream portion of Folsom Dam, within Folsom Lake, and will be timed so that impacts on downstream turbidity are within background levels. In the event that turbidity is increased downstream, it will most likely be entirely contained within Nimbus Reservoir. Dredge spoil will be dried in a containment area at the lake and disposed of off-site.

The proposed action will involve no direct effects on Sacramento splittail or delta smelt and will not destroy or adversely modify delta smelt critical habitat. Construction is to occur within and surrounding Folsom Dam. Delta smelt and Sacramento splittail do not occur in Folsom Lake or in Nimbus Reservoir, and will not be affected by the proposed action. Ground disturbing activities, such as within the staging areas and near Mormon Island Dam, will also occur outside of the range of these species.

The project has the potential to result in changes to the downstream habitat conditions for Sacramento splittail. Concerns over scour of gravels used by salmonids for spawning has resulted in the preparation of an operational Rule Restriction that applies to flows between the 2.5 to 10 year return interval. The Rule Restriction will limit Folsom outlet releases to less than historic levels for this critical range of flows. At above 150,000 cfs (larger than the 10 year flood), the restriction would be removed.

The restricted operation of Folsom Dam with the enlarged outlet works are likely to result in relatively lower peak flows with longer durations during the 5 and 10-year return interval inflow events. Given that the lower American River exists as a laterally confined fluvial system, the Service does not consider depth of flooding (as a function of flood magnitude) to be as limiting a factor to splittail reproduction as is duration of flooding. The change in flood duration is at the scale of hours, and perhaps may not exceed one day at events up to the 10 year return interval. In this regard, the proposed action is not likely to result in increases or decreases in splittail habitat at less than 10 year floods. The change is not appreciable because splittail generally require 4 to 5 weeks to move from a fertilized egg to a juvenile fish capable of evading predation.

The Rule Restriction would be removed at flows exceeding the 10 year event. In this situation, where discharges exceed 150,000 cfs, and with the enlarged outlet works, the lower American River will be able to reach the objective release more rapidly, which equates with a steeper ascending limb on the flood hydrograph. The descending limb of the flood hydrograph would not change appreciably, as the ramping down of flood releases is structured to avoid sloughing of downstream levees. Given that flood volume (inflow) remains the same as with the without-project condition, this scenario could potentially reduce the maximum magnitude of the downstream discharge but increase the duration of overbank flooding. However, as described above, the changed flood regime is not likely to be significantly different than with the without-project condition (baseline) and is therefore not likely to be measurably beneficial or detrimental to the splittail. It should be noted that increases in splittail habitat could occur if and when the Bureau and Sacramento Area Flood Control Agency, via the Lower American River Task Force, implement large-scale floodplain restoration measures in the lower American River.

The Service is concerned that reoperation of the reservoir through the enlarged outlet works will adversely affect the Sacramento splittail via changed hydrology. Reoperation, however, will be addressed via the Corps' future modification of the Water Control Manual for Folsom Dam. Modification of the Water Control Manual is expected to appreciably change the magnitude and frequency of flood releases to the lower American River which, in turn, will influence the amount of spawning and rearing habitat available to the splittail. This interrelated action will be submitted for section 7 consultation under the Act once a combined Biological Assessment (BA), National

Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) document has been prepared. The concurrence with the determination that this proposed action is not likely to adversely affect the delta smelt and Sacramento splittail, and that it is not likely to destroy or adversely modify delta smelt critical habitat does not apply to future reoperation scenarios.

Valley Elderberry Longhorn Beetle

The proposed action involves the potential for adverse effects to elderberry shrubs (*Sambucus* spp.), and therefore, the valley elderberry longhorn beetle, in four general locations; the staging areas north of the dam; Mormon Island Dam, and Dikes 5 and 7; the Newcastle Powerhouse; and within the surcharge space of the reservoir. The Service's concurrence that the proposed action is not likely to adversely affect the valley elderberry longhorn beetle is conditioned upon the temporary nature of the impacts and the implementation of avoidance measures proposed by the Corps.

The elderberry shrubs located near the staging areas occur at varying distances from vehicle use and caching activities and in several cases, shrubs are located less than 100 feet from such activities. The Service expressed concerns regarding several of the shrubs found near the upper, graveled staging area during the January 18, 2001, site visit. At this time, the Corps agreed to construct *permanent* fencing (6 feet or higher, chain link, similar to that already present at the upper staging area) as far as is practicable beyond the dripline of the shrubs and to implement dust abatement measures (daily watering of the site, "road oil" is not suitable). The Service also requires that standard signs detailing the need to protect elderberry shrubs as habitat for the valley elderberry longhorn beetle be placed at the project site. The use of the staging areas is not expected to appreciably change the hydrology or vegetative community of the site, and off-site activities and off-road travel will not be permitted.

The Corps' surveys located no elderberry shrubs that would be affected by construction activities at Mormon Island Dam, Dike 5, Dike 7, and the Newcastle Powerhouse. It should also be noted that the slurry wall work at Mormon Island Dam will not affect the hydrology of the Bureau's wetland area located south of Folsom Reservoir, as it will only exclude seepage from water within the surcharge elevation.

There are 52 elderberry shrubs located within the surcharge storage space. The Corps' environmental documents state that the changes to the outlet works will result in a reduced frequency and duration of inundation for these shrubs. The Service's Fish and Wildlife Coordination Act Report (CAR) concludes that the frequency and duration of inundation may actually increase, albeit within the scale of hours over a large, modeled period (up to 150 years). Though periodic wetting can be beneficial to elderberry shrubs, prolonged immersion is not. Regardless, use of the surcharge space is a rare event as it occurs only during large runoff events when Folsom *and* upstream reservoirs are nearly full. As such, the proposed action is not likely to adversely affect these shrubs.

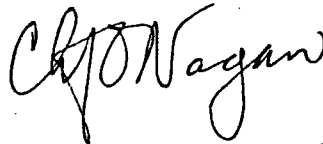
Conclusion

The proposed action involves avoidance and minimization measures adequate to avoid adverse effects on the delta smelt, the Sacramento splittail, and the valley elderberry longhorn beetle. The Service therefore concurs that implementation of the proposed action, as it has been described at this time, is not likely to adversely affect these species. The Service has also determined that the action, as proposed, is not likely to destroy or adversely modify delta smelt critical habitat.

This concludes the Service's review of the actions outlined in the request. As provided in 50 CFR §402.16, initiation or reinitiation of formal consultation is required where discretionary Federal agency involvement or control over the action has been maintained (or is authorized by law) and if: (1) the amount or extent of incidental take is exceeded, or in this case, any incidental take occurs; (2) new information reveals effects of the agency action that may affect listed species or critical habitat in a manner or to an extent not considered in this review; (3) the agency action is subsequently modified in a manner that causes an effect to the listed species or critical habitat that was not considered in this opinion; or (4) a new species is listed or critical habitat designated that may be affected by the action. In instances where the amount or extent of incidental take is exceeded, or in this case, any incidental take occurs, any and all operations causing such take must cease pending reinitiation and Service review.

If you have any questions regarding this response, please contact Jason Douglas or Christopher Nagano of my staff at (916) 414-6645.

Sincerely,



Jan C. Knight

Chief, Endangered Species Division

cc:

U.S. Fish and Wildlife Service (Attn: Doug Weinrich), Sacramento, California
Corps of Engineers (Attn: Patricia Roberson), Sacramento, California
The Reclamation Board (Attn: Bonnie Ross), Sacramento, California
Bureau of Reclamation (Attn: Rod Hall), Folsom, California
National Marine Fisheries Service (Attn: Mike Aceituno), Sacramento, California



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Southwest Region
501 West Ocean Boulevard, Suite 4200
Long Beach, California 90802-4213

March 15, 2001

In Response Refer To:
SWR-00-SA-5716:BFO

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Acting Chief, Planning Division
Department of the Army
U.S. Army Engineer District
1325 J Street
Sacramento, CA 95814-2922

Dear Mr. Capik:

This is in response to your letter of February 2, 2001, requesting concurrence that the proposed Folsom Dam outlet enlargement project is not likely to adversely affect threatened Central Valley steelhead (*Oncorhynchus mykiss*), Sacramento River winter-run chinook salmon (*O. tshawytscha*), Central Valley fall/late-fall run chinook salmon (*O. tshawytscha*), or their critical/essential habitat. The proposed U.S. Army Corps of Engineers (Corps) project consists of enlarging the eight existing river outlets and modifying the use of surcharge storage at Folsom Dam to increase flood plain protection to the lower American River and City of Sacramento. Flood protection from this project would increase from a probability of 1 chance in 100 to 1 chance in 130 years. The addition of the surcharge component would increase flood protection from 1 in 130 to 1 in 140 chance in any one year.

The National Marine Fisheries Service (NMFS) has reviewed the project description provided in the Draft Environmental Assessment/Initial Study - Folsom Dam Modifications dated February 2001; Surface Water Resources, Inc. (SWRI) Memo #887 dated January 25, 2001; Fish and Wildlife Coordination Act Report (FWCA) prepared by the Fish and Wildlife Service (FWS), revised January 2001; and the Supplemental Biological Data submitted to NMFS dated June 19, 2000.

By letter dated September 19, 2000 to FWS, the NMFS commented on the draft FWCA report expressing concerns that increased frequency of flows in the lower American River (LAR) may increase bedload movement (scouring) below Nimbus and have direct impacts to steelhead and salmon redds during the December through February spawning period. On December 12, 2000 the Corps hosted a meeting with FWS, NMFS, Sacramento Area Flood Control Agency (SAFCA), MBK Engineers and CH₂MHill consultants to discuss potential impacts of the Folsom Dam modifications. The Corps evaluated this potential effect and proposed adopting a "Rule Restriction" that would reduce Folsom Lake outflows to 60 percent of inflows unless forecasted inflows exceed 150,000 cfs.



The SWRI evaluated the potential temperature impacts of a "Rule Restriction" with and without the enlarged outlets and found no significant effect on cold water pool management capabilities (SWRI Memo #887). The operation of the enlarged outlets under the "Rule Restriction" would likely result in substantial cold-water pool conservation during most years. In addition, the Bureau of Reclamation's (Reclamation) standard operating procedure to use the spillways, would avoid the loss of cold water reserves from outlet operations during rare periods in the spring when Folsom Lake becomes stratified by the end of March.

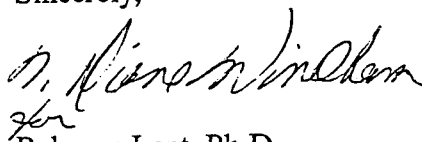
Based on the best available information, NMFS concurs with your determination that the proposed project is not likely to adversely affect Central Valley steelhead, Sacramento River winter-run chinook salmon, and Central Valley fall/late fall-run chinook salmon, or their critical habitat. Our concurrence is contingent upon Reclamation operating Folsom Dam to the "Rule Restriction" as described above and in the draft Environmental Assessment dated February 2001.

This area has been identified as "essential fish habitat" (EFH) in Amendment 14 of the Pacific Salmon Fishery Management Plan, pursuant to the Magnuson-Stevens Fishery Conservation and Management ACT (MSA). Federal action agencies are mandated by MSA (section 305(b)(2)) to consult with NMFS on all actions that may adversely affect EFH and NMFS must provide EFH Conservation Recommendations (section 305(b)(4)(A)). Because the proposed action is not likely to adversely affect Central Valley fall/late-fall run chinook salmon in the area, and the habitat requirements of fall/late-fall run chinook salmon in the area are similar to the listed species, EFH Conservation Recommendations are not required at this time. However, if there is a substantial revision to the action, the Corps will need to initiate EFH consultation.

Should additional information reveal that the action may affect listed species in a way not previously considered or should the action be modified in a way that may cause additional effects to listed species, this concurrence determination may be reconsidered.

If you have any questions regarding these comments please contact Bruce Oppenheim in our Sacramento Area Office, 650 Capitol Mall, Suite 8-300, Sacramento, CA 95814. Bruce may be reached by telephone at (916) 930-3603 or by FAX at (916) 930-3629.







Sincerely,



Rebecca Lent, Ph.D.
Regional Administrator

cc: NMFS-PRD, Long Beach, CA

Appendix E
Habitat Impact Maps

-  Borrow and Stockpile Sites
-  Haul Routes
-  Dike Construction Zones
-  Dikes 1-3
-  Contractor/Construction Areas
-  Processing Plant Locations

Impacted Habitat Map

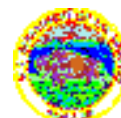
-  Chaparral
-  Oak/Pine Woodland
-  Riparian Woodland
-  Seasonal Wetland













Habitat Impact Map 1

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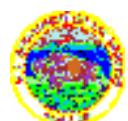
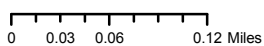








-  Borrow and Stockpile Sites
 -  Haul Routes
 -  Dike Construction Zones
 -  Dikes 1-3
 -  Contractor/Construction Areas
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- Impacted Habitat Map**
-  Chaparral
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Habitat Impact Map 2

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-  Borrow and Stockpile Sites
-  Haul Routes
-  Dike Construction Zones
-  Dikes 1-3
-  Contractor/Construction Areas
-  Processing Plant Locations

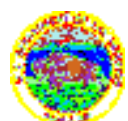
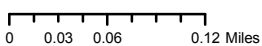
Impacted Habitat Map

-  Chaparral
-  Oak/Pine Woodland
-  Riparian Woodland
-  Seasonal Wetland



Habitat Impact Map 3

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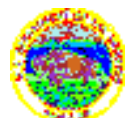
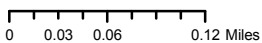










- Borrow and Stockpile Sites
 - Haul Routes
 - Dike Construction Zones
 - Dikes 1-3
 - Contractor/Construction Areas
 - Processing Plant Locations
- Impacted Habitat Map**
- Chaparral
 - Oak/Pine Woodland
 - Riparian Woodland
 - Seasonal Wetland

Habitat Impact Map 4

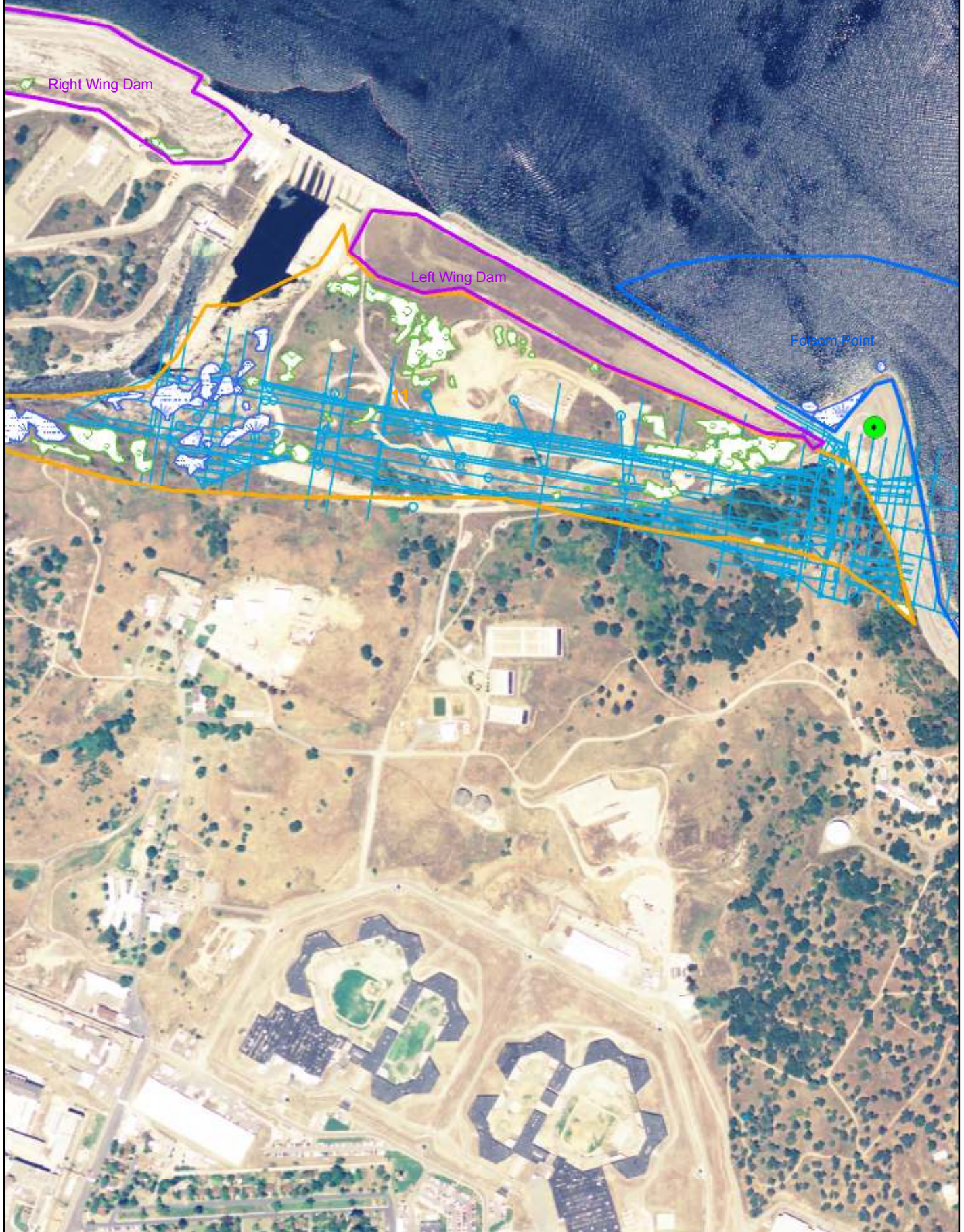
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-  Borrow and Stockpile Sites
-  Haul Routes
-  Dike Construction Zones
-  Dikes 1-3
-  Contractor/Construction Areas
-  Processing Plant Locations

Impacted Habitat Map

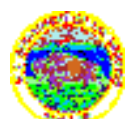
-  Chaparral
-  Oak/Pine Woodland
-  Riparian Woodland
-  Seasonal Wetland

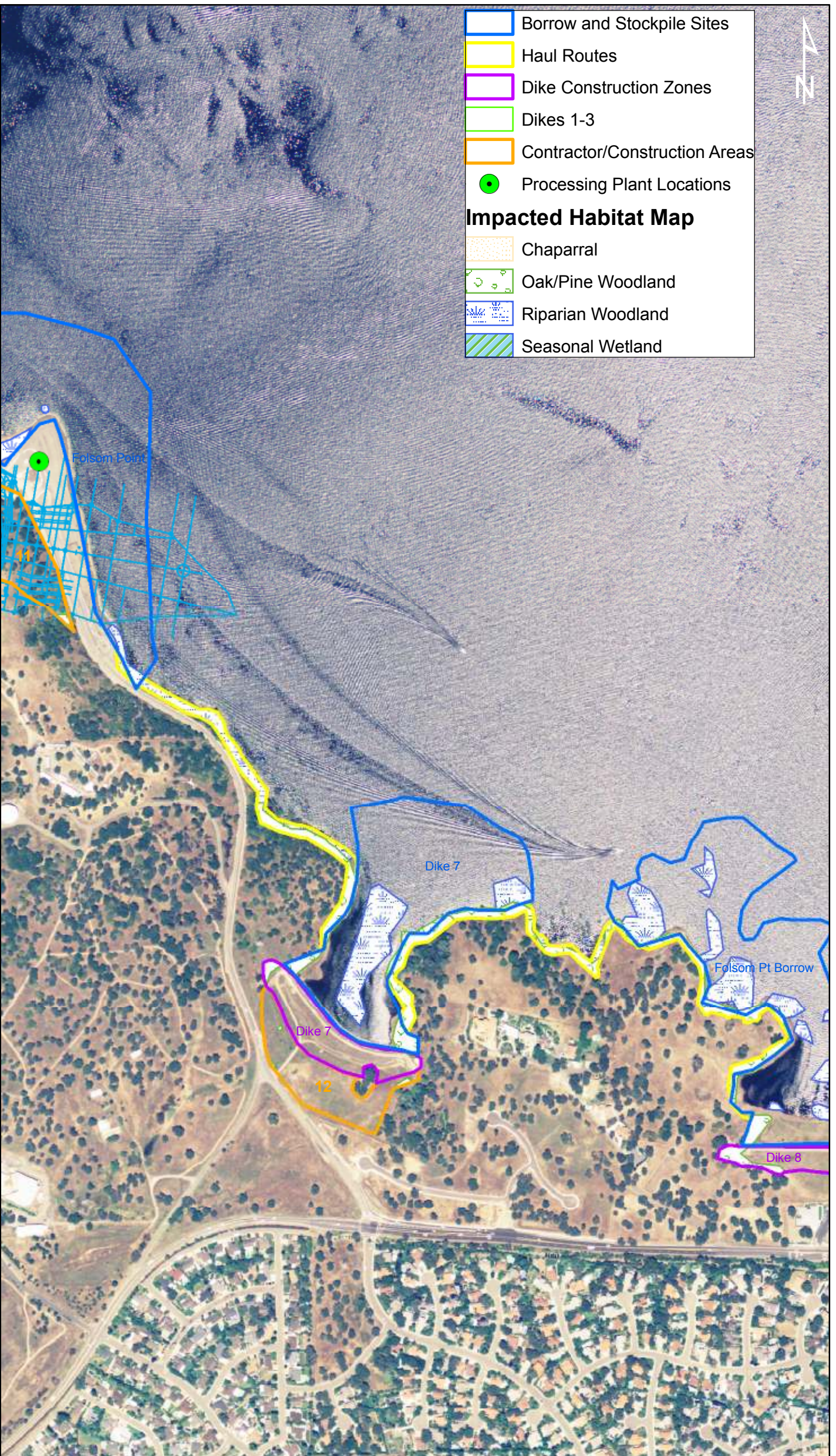


Habitat Impact Map 5

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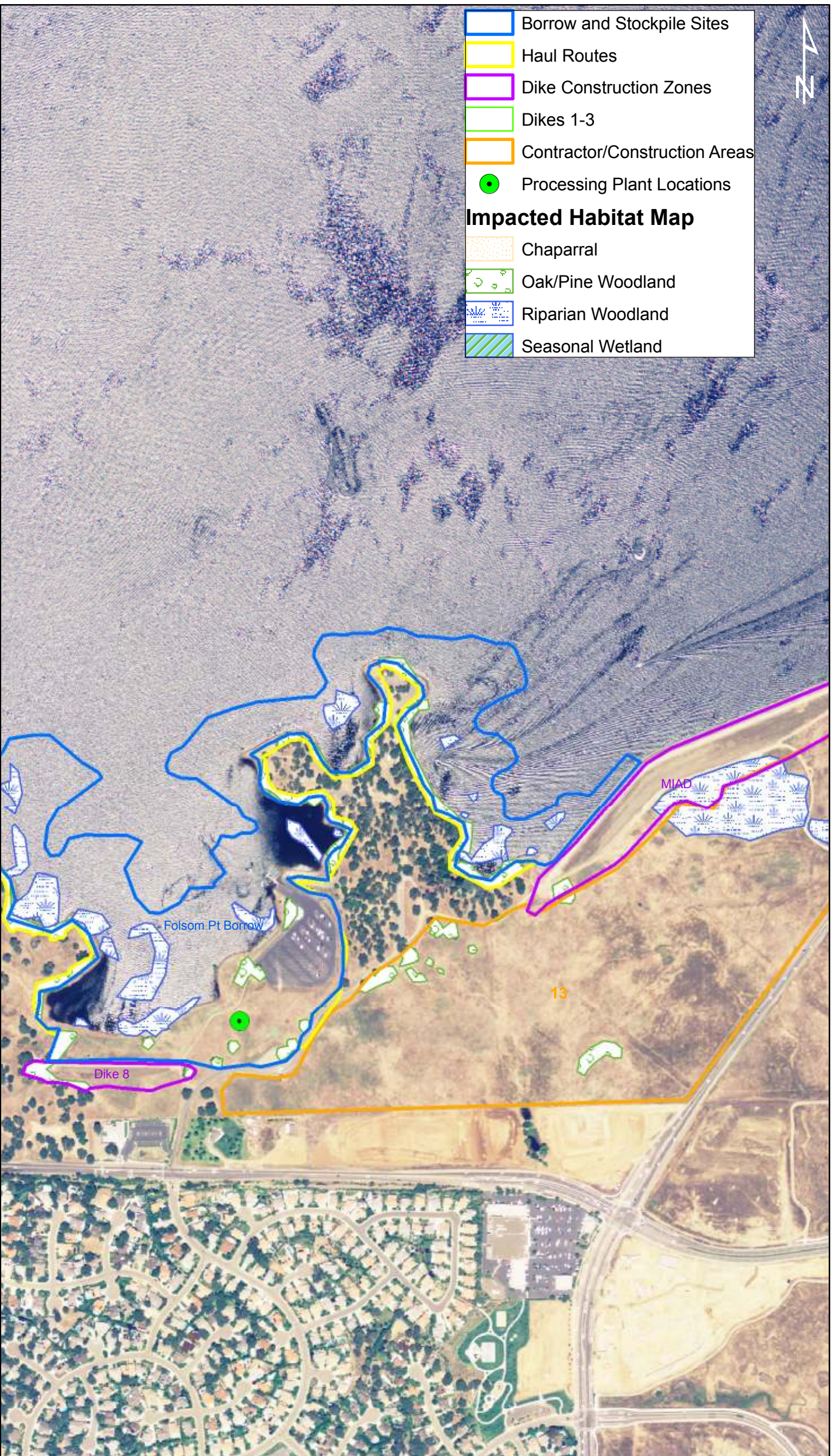
- Borrow and Stockpile Sites
 - Haul Routes
 - Dike Construction Zones
 - Dikes 1-3
 - Contractor/Construction Areas
 - Processing Plant Locations
- Impacted Habitat Map**
- Chaparral
 - Oak/Pine Woodland
 - Riparian Woodland
 - Seasonal Wetland

Habitat Impact Map 6

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0 0.03 0.06 0.12 Miles





- Borrow and Stockpile Sites
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- Impacted Habitat Map**
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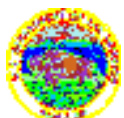








Habitat Impact Map 7

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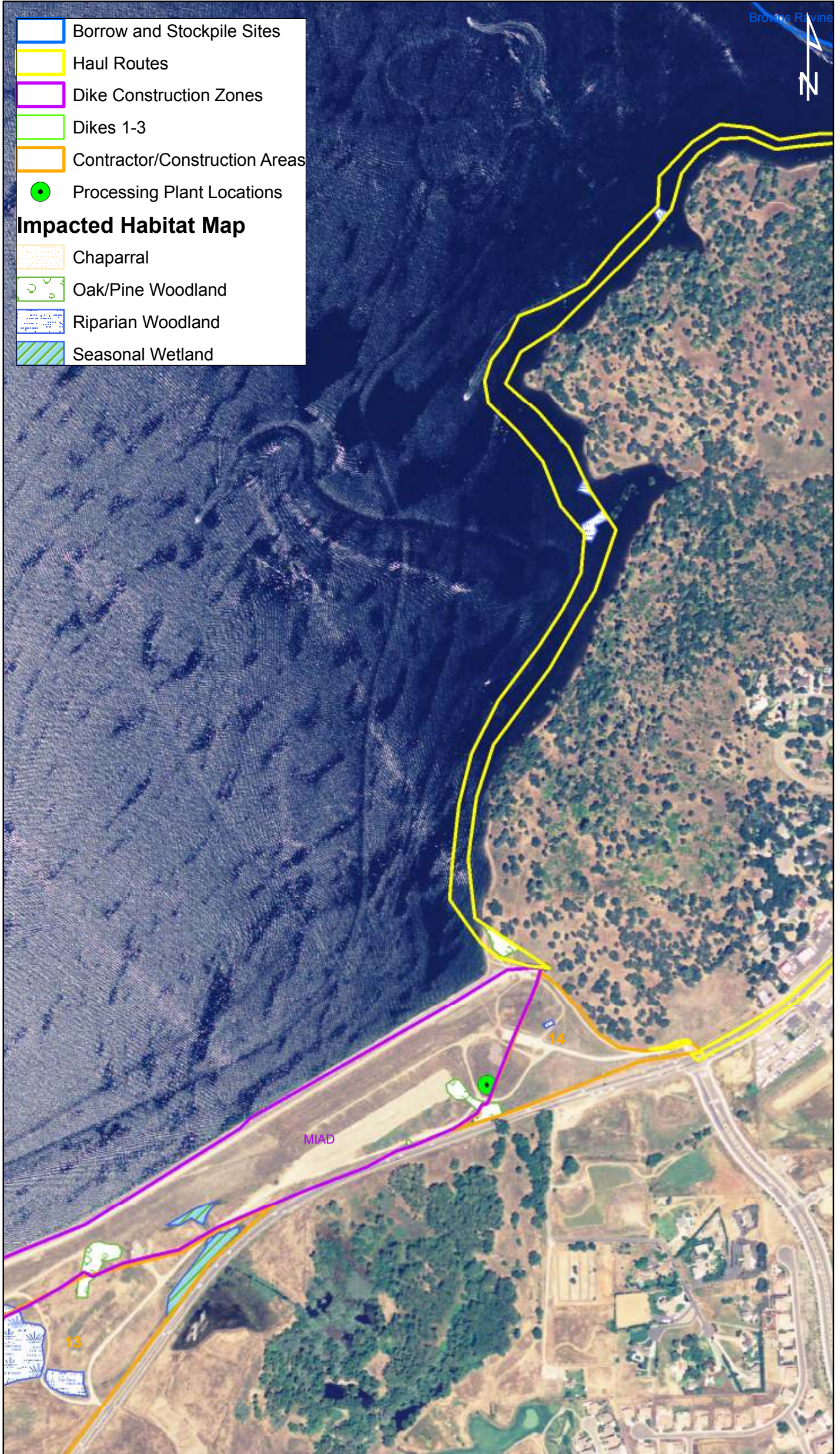
0 0.03 0.06 0.12 Miles



-  Borrow and Stockpile Sites
-  Haul Routes
-  Dike Construction Zones
-  Dikes 1-3
-  Contractor/Construction Areas
-  Processing Plant Locations

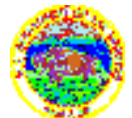
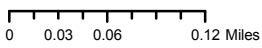
Impacted Habitat Map







-  Chaparral
-  Oak/Pine Woodland
-  Riparian Woodland
-  Seasonal Wetland



Habitat Impact Map 8

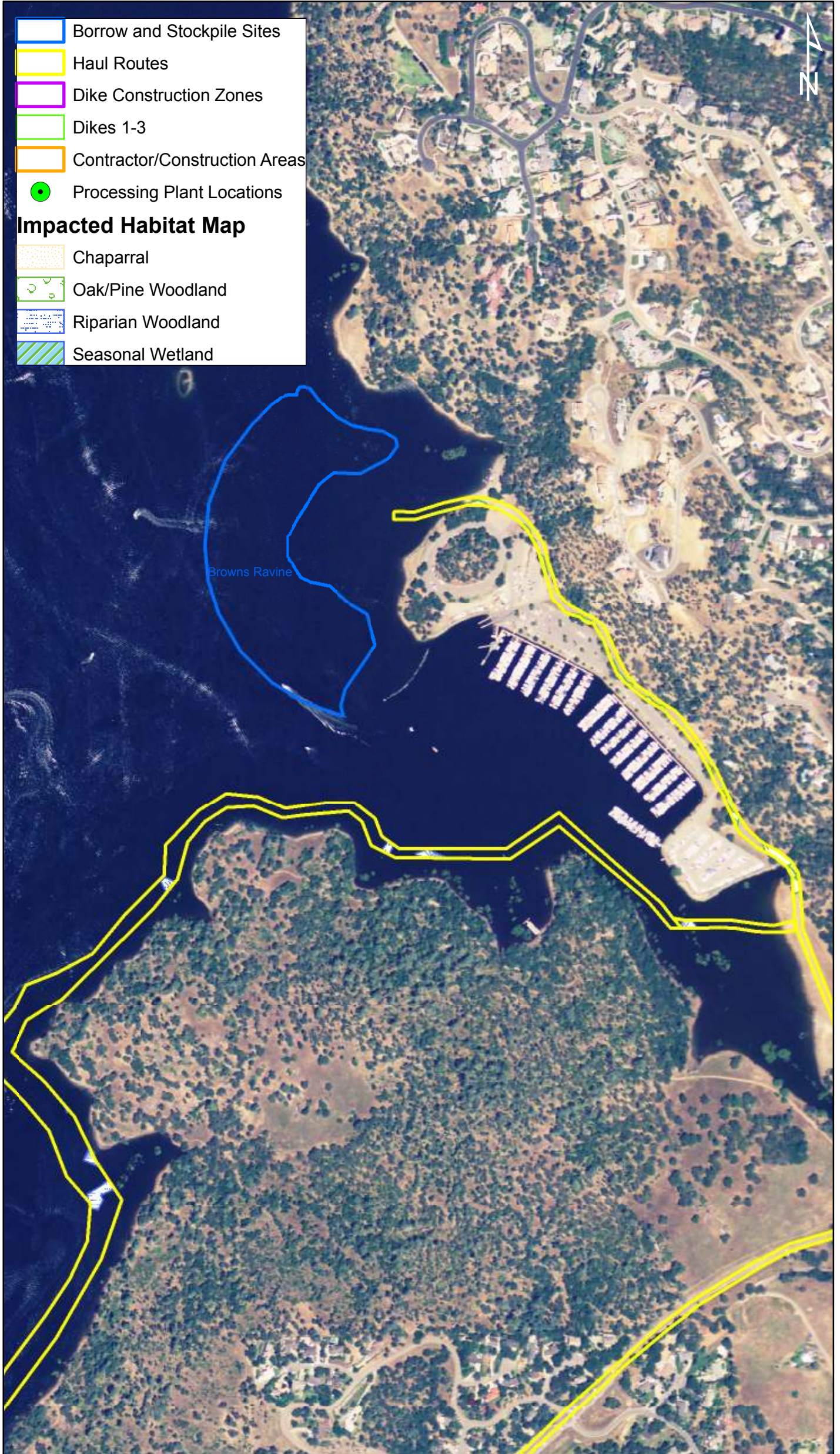
Prepared by the US Fish and Wildlife Service, Sacramento Fish and Wildlife Office, Flood and Waterway Planning Branch; February 27, 2007
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-  Borrow and Stockpile Sites
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Impacted Habitat Map

-  Chaparral
-  Oak/Pine Woodland
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-  Seasonal Wetland



Habitat Impact Map 9

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