

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.

2/9/2007

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-COAS (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:

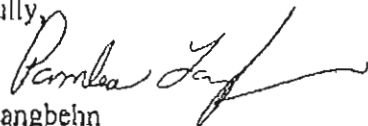
The proposed closure of Folsom Point recreation area during the 7 year construction of Folsom Dam improvements is not acceptable. Please comment on the following alternatives which were not included in the draft EIS/EIR:

- 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 #387

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 COAO (FOLSOM) OFFICIAL FILE COPY RECEIVED		
JAN 22 2007		
CODE	ACTION	INITIALS & DATE
411		

of Reclamation,

Please do not close
Folsom Port! Enough
damage has been done
to the citizens of the
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 used!
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 less further
crowding & people not ->

Classification	ENV-6.00
Project	214
Control No.	070041204
Folder I.D.	1025306

getting close on
the launch ramps
in particular!

I am very concerned -
hence his letter!
However, if there is
anything else I can
do to save my open-
meetings I may be
able to attend etc,
please do not hesitate
to contact me.

Sincerely,

Tara Byrne
3550 Archetto Dr.
EDH, CT 06762

(916) 303-0339



JAN 30 2007



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,

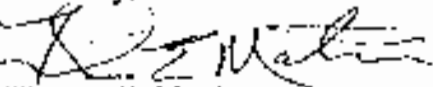
Please take a moment to review my concerns as well as many of my associates and Folsom neighbors regarding your consideration of closing Folsom Point Recreation Area

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 numerous 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.

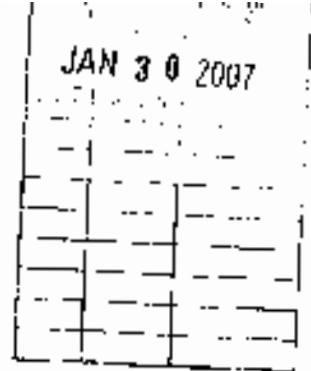
Sincerely,



Thomas E. Martin



Folsom Chamber of Commerce
200 Wool St.
Folsom, CA 95630
www.folsomchamber.com
(916) 985-2698



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 licket" 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

USBR-CCAD (FOLSOM) OFFICIAL FILE COPY RECEIVED		
JAN 26 2007		
CODE	ACTION	INITIALS & DATE
977		

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

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Project	CVP
Control No.	07000374
Folder I.D.	1025300

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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 MLAD 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.

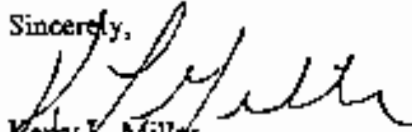
The City appreciates this opportunity to review and comment on the DEIS/EIR. The City is supportive of the purposes of the Dam Safety and Flood Damage Reduction project. In addition, the City is extremely appreciative of the BOR and the USCOE outreach efforts to the community during this comment process 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,



Kery 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



USBR-CCAO (FOLSOM) OFFICIAL FILE COPY RECEIVED		
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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) 561-8800 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.	070006373
Folder I.D.	10 25306

Comment #394

DEVELOPMENT SERVICES DEPARTMENT

County of
EL DORADO

<http://www.co.el-dorado.ca.us/devservices>

PLANNING
SERVICES



E OFFICE:

E COURT
CA. 95667

Fax
8:00 AM to 4:00 PM
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LAKE TAHOE OFFICE:

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SOUTH LAKE TAHOE, CA 96150
(530) 573-3330
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tahoebuild@co.el-dorado.ca.us

EL DORADO HILLS OFFICE:

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(916) 941-0269 Fax
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planning@co.el-dorado.ca.us

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
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

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JAN 26 2007		
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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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Folder I.D.	1025300



January 19, 2007

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10545 Armstrong Avenue
 Mather, CA 95655
 Tele: (916) 876-6000
 Fax: (916) 876-6160
 Website: www.srcsd.com

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.	77005652
Folder I.D.	1025306

cc: Mary Snyder, Wendell Kido, Stan Dean, Ruben Robles, Neal Allen, Steve Norris



JAN 23 2007	
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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:

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- 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-6.00
Project	CVP
Control No.	07005171
Folder I.D.	1025306

Comments#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:** 3

To: Shawn Oliver **Company:**

Fax: 916.959.7208 **Phone:**

Re: Comments on Folsom Dam Safety and Flood Damage Reduction EIS/EIR

CC:

From: John P. Fondale, SJQR

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 of that entity 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.

Comment #397

1545 River Park Drive
Suite 450
Sacramento, CA 95811

Tel - 916 669 4517
Fax - 916 669 4544



January 22, 2007

JAN 23 2007	
411	

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.

Classification	EIS/EIR-6.05
Project	NVP
Control No.	07005170
Folder ID.	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

UserFiles\Fondale\Emails\2007\0122\BureauofReclamationRegardingFolsomDam



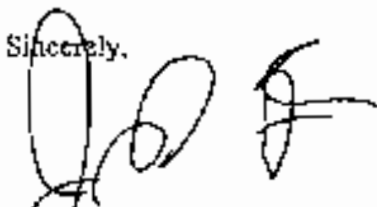
www.trlcommercial.com

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:mf



January 18, 2007

Shawn Oliver
U. S. Bureau of Reclamation
7719 Folsom Dam Road
Folsom, CA 95630

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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



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.	07024807
Folds: I.D.	1025306

Comment#3399

OFFICE OF AG (FOLSOM) OFFICIAL FILE COPY		
JAN 22 2007		
FILE	ACTION	INITIALS & DATE
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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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Respectfully,



Brian Roth

Classification	ENV-6.00
Project	CVF
Control No.	07004801
Folder I.D.	1025306



El Dorado County Water Agency

Helen K. Baumann <i>Board of Supervisor's</i>	Bob Diekon <i>Geneticus 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>
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USBR COAG (FOLSOM) OFFICIAL FILE COPY RECEIVED JAN 22 2007		
CODE	ACTION	INITIALS & DATE
411		

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

Subject: Folsom Dam Safety/Flood Damage Reduction (DS/FDR)

Project	CVP
Control No.	07004806
Folder I.D.	1025306

Dear Mr. Shawn Oliver:

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.