

American River Pump Station Project

Final Environmental Impact Statement/
Environmental Impact Report

Appendix C - Volume 2
Responses to Comments on the Draft Environmental Impact Statement/Environmental Impact Report

Individual Comment Letters and Responses

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

June 2002

SCH# 1999062089

PCWA-045

American River Pump Station Project

Final
Environmental Impact Statement/
Environmental Impact Report

Appendix C

Responses to Comments on the
Draft Environmental Impact Statement/
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Volume 2
Individual Comment Letters and Responses

U.S. Bureau of Reclamation

Placer County Water Agency

Placer County
Water Agency

June 2002

L-1

October 1, 2001

Surface Water Resources, Inc.
2031 Howe Avenue, Suite Ca 110
Sacramento, CA 95825

RE: American River lo-Pump Station Project
Draft EIS/EIR
Especially Northern CA Rider's Recreationists

My sister lives in Newcastle and I live in Garden Valley. For many years we have ridden our horses on the trails that connect Auburn to Cool, California that go over the diversion tunnel over the American River. These trails are very important to us and we beg of you to please keep them available for horse riders like ourselves. We have also notices many other horse riders using these trails as well as mountain bikers. This is a very important trail to many Americans and should we loose it, would cause a hardship to us.

A

Sincerely,

Bonnie Borovich
JayDeen Killian

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-2

San Juan Water District
P.O. Box 2157 • Granite Bay, California 95746 • 916.791.0115
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James R. English

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Lyle N. Hoag
Glenn A. Miller
Kenneth H. Miller

October 2, 2001

American River Pumping Station Project
Draft EIR/EIS Comments
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

Re: Draft EIR/EIS Comments

San Juan Water District appreciates the opportunity to provide comments on the proposed PCWA American River Pump Station Project. Our comments are brief and related to Chapter 3.0, page 3-11, next to last paragraph.

A

The paragraph is intended to explain the Placer County Water Agency/Northridge Water District Long-Term Stabilization Project, and includes a statement as follows "NWD intends to also serve McClellan Air Force Base and perhaps provide water to portions of the service areas of Arcade Water District, Citizens Utility Company of California, Rio Linda/Elverta Community Water District, and the San Juan Water District (SJWD) (including Fair Oaks Water District, Citrus Heights Water District, Orange Vale Water Company, and a portion of the City of Folsom served by SJWD) with part of this newly acquired surface water supply."

The San Juan Water District family of agencies which includes Fair Oaks Water District, Citrus Heights Water District, Orange Vale Water Company, the San Juan Retail District and a portion of the City of Folsom served by San Juan has an adequate water supply for its customers and has, in fact, already contributed significantly to the health of the groundwater basin within the family of agencies boundaries.

Once again, I appreciate the opportunity to comment on the Draft EIR/EIS.

Sincerely,

Jim English
General Manager

A. Commenter provides correction to description of the Placer County Water Agency and Northridge Water District (recently renamed Sacramento Suburban Water District) Long-term Groundwater Stabilization Project. This correction is reflected in Chapter 3.0, Section 3.3.1.2, Placer County Water Agency/Northridge Water District Groundwater Stabilization Project. This change does not alter the conclusions presented in the Draft EIS/EIR.

L-3

Mountain Bike Trail Advocates
www.fatrac.org info@fatrac.org
501(c)(3) non-profit

FATRAC
Box 6356
Auburn, CA 95601

An IMBA Affiliated Club

October 8, 2001

American River Pump Station Project
Draft EIS/EIR comments
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

To Whom It May Concern:

Folsom Auburn Trail Riders Action Coalition [FATRAC] submits the following comments in connection with the draft EIS/EIR for the Pump Station Project.

FATRAC is the local mountain bicycle advocacy organization that has volunteered thousands of hours to the Auburn and Folsom Lake State Recreation Area. Volunteer projects includes working with State Parks staff on designing, building and maintaining multiple use trails as well as participating in a bicycle trail patrol. FATRAC has reviewed the Executive Summary of the draft EIS/EIR and wishes to have mountain bicyclists included more specifically in the recreation elements. Please note:

A

- Page 32, RECREATION. Please include mountain bikers in the first paragraph under Recreation, as follows: "The Proposed Project would result in improved trail conditions and river access near Oregon Bar. Project design includes measures to minimize mixed-use conflicts so that equestrians, boaters, *mountain bicyclists*, and pedestrians can safely enjoy the area." The Auburn State Recreation Area is committed to multiple use trails wherever possible, that include mountain biking. The EIS/EIR notes that the impacts of the Proposed Project to mountain bikers are greater than any other user. This may be reflected by the closure of the Auburn-to-Cool Trail. However, trails and improved access for boaters, pedestrians and equestrians is clearly specified in the Proposed Project. Including mountain bicycling wherever boaters, pedestrians and equestrians are mentioned may mitigate this impact. This would more accurately reflect current usage in the ASRA. Not only are mountain bikers the largest user group, they tend to volunteer more than other user groups for trailwork projects supervised by State Parks. Faced with budget constraints, the ASRA would continue to rely on this user group for assistance.

A. As described in the Draft EIS/EIR (p. 3-210), the public river access trail improvements would be designed to minimize user conflicts among pedestrians, equestrians and vehicles. The recreation use designations for existing trails would not be changed as a result of the Proposed Project. The Proposed Project would not include development or designation of additional trails for mountain bike use. The Pioneer Express Trail and Cardiac Hill Bypass Trail would remain designated for equestrian/pedestrian use. To the extent that alternate trail routes would be provided as part of the Proposed Project (i.e., during construction) the alternate routes would retain the designations of the existing trails. Therefore, as described in the Draft EIS/EIR, the bifurcation of the Auburn-to-Cool Trail would be considered a significant impact upon mountain bikers. However, comprehensive recreation planning for the Auburn SRA will be undertaken by CDPR and Reclamation in the near future. These efforts would include public participation opportunities to assess recreation user and facility needs including consideration of mountain bike access through the Auburn SRA.

Please refer to Master Response 3.1.1, Auburn-to-Cool Trail and Master Response 3.1.3, Recreation Trail Access During Construction.

L-3, pg. 2

B

- Page 81, FACILITIES RELATED IMPACTS. It is noted that the Auburn-to-Cool trail would be impacted by the river restoration. It would not be an unavoidable impact to mountain bikers if this user group had access to a river crossing. FATRAC believes crossing at the Mountain Quarries Bridge and access to the Western States Trail would completely mitigate this impact. Mountain bicyclists could either use the existing Western States trail or work could include improvements to the old railroad grade from the river (at Mtn. Quarries bridge) to Auburn. On the Cool side of the river, either a new trail could be constructed from the Mtn. Quarries bridge to Cool, or improvements could be made to the Western States trail to allow bikes. Funding for this work should be part of the project.

C

- Page 113, INCREASE IN OZONE PRECURSOR CONCENTRATIONS, Public River Access. The EIS/EIR discusses the generation of emissions by increased recreation related trips to the site. It also indicates that no mitigation measures are proposed apparently because it deems Public River Access impacts to be less than significant. This should be more thoroughly reviewed. Recreation user groups should take responsibility for the impacts they cause to the environment especially because of increased vehicle trips. Mitigation measures might include decreasing the size of the parking lot at Oregon Bar. Another option would be to prohibit private motor vehicle access to the river at this point. It is ludicrous to create a 50-car parking lot in a beautiful river canyon; that impact should be considered significant. Recreation users should be required to carpool and vanpool, hike or ride bikes or horses to the rivers as much as possible.

D

- Page 20, et seq. The Proposed Project contemplates management of certain elements by the California Department of Parks and Recreation [CDPR]. FATRAC has been working with staff for years as volunteers on trail design and maintenance project and knows first hand the budget constraints they have to deal with. Existing projects have been difficult if not impossible to fund and manage because of lack of funding. This Proposed Project appears to create a significant budget item(s). Is funding available to staff and manage this project? Long term funding for staff should be included.

Thank you for this opportunity to comment on the draft EIS/EIR. If you have any questions, please call me at (916) 663-4626. If you have any questions about FATRAC's work with State Parks, please contact Jill Dampier at (530) 885-4527.

Sincerely,

J Haagen-Smit

Jim Haagen-Smit
Advocacy Director, FATRAC

B. Please refer to Response L-3.A and Master Response 3.1.1, Auburn-to-Cool Trail.

C. The proposed public river access features would generate a relatively limited level of activity within the project area, when compared to other river access areas within the Auburn SRA. However, in response to public comments regarding river access feature design, the lead agencies and CDPR reduced the total number of parking spaces that would be provided in the project area (from 70 to 53) by reducing the riverside parking lot (formerly 20 spaces) to provide only a turnaround area and 3 handicap accessible spaces. Please see Master Response 3.1.6, Public River Access Features for additional description.

Additionally, project-related vehicular air emission estimates for pollutants of concern were re-evaluated using updated methodologies recommended and provided by the Placer County and El Dorado County air pollution control districts (APCDs). The assessment of project-related trips and air quality emissions is based on the combined total level of travel on a peak river access use day. On a peak day, the lead agencies and CDPR estimate that the 50-space parking lot would fill twice (3 handicap spaces once), resulting in a total of 206 trips (trip is one-way travel). Additionally, PCWA personnel would make up to 8 operations and maintenance trips (4 site visits) per day. The total peak day travel to the site would be 214 trips. This value was used to re-assess vehicular air emissions for a peak, or "worst-case" condition. The El Dorado County APCD threshold of significance for ROG and NO_x emissions is 82 pounds per day (lbs/day); Placer County's threshold is 85 lbs/day. El Dorado County APCD evaluates PM_{10} emissions on the likelihood such emissions would cause or contribute significantly to a violation of the applicable state or national ambient air quality standards. Placer County uses a threshold of 275 lbs/day. The results for ROG, NO_x and PM_{10} emission assessment are displayed below.

Estimated Daily Air Emissions for 2005, 2010 and 2015
Associated With Peak Public River Access Trips[1] to the American River Near Auburn

	Air Pollutant (pounds per day)		
Analysis Year	ROG	NOx	PM_{10}
2005	5.5	4.13	0.25
2010	3.42	2.41	0.241
2015	2.2	1.43	0.254

Source: El Dorado County APCD - CEQA Guide, First Edition, February 2002

[1] The 214 trips are determined by adding the 8 daily project operations trips to the peak 206 river access trips. See Final EIS/EIR Air Quality discussion.

As indicated by the results, ROG and NO_x emissions would be well below the more restrictive El Dorado County APCD 82 lbs/day significance threshold for all years evaluated. The estimated peak day or "worst-case" PM_{10} emission levels also would be quite low, well below the Placer County threshold, and would not result in or contribute significantly to a violation of applicable air quality standards. Generally, because peak travel conditions would only occur on a limited number of days of the year, the expected daily project-related air pollutant emissions would be less than indicated by these results. This updated evaluation is included in the Final EIS/EIR, Chapter 3.0, Section 3.15, Air Quality. This information does not alter the conclusions presented in the Draft EIS/EIR.

D. Please see Master Response 3.1.2, American River Pump Station Project Funding.

L-4

WESTERN STATES 100 MILES ONE DAY ENDURANCE RUN

9 October 2001

PCWA American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue, Room 110
Sacramento, CA 95825

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Gary Towle, M.D.
Betty Veal, R.N.
Shannon Y. Weil
Thomas A. Winter

Greetings:

The following comments are submitted in behalf of the Western States Endurance Run Foundation, which exists to promote, maintain, and improve the Western States Trail and its environs, and annually present the 100-mile Western States Endurance Run from Squaw Valley to Auburn. These comments represent our preliminary remarks in time for the Placer County Water Agency public hearing of 11 October, and may be supplemented by additional comments after we have had an opportunity to digest the entire EIS/EIR and its appendices.

Our comments focus on recreational impacts, and in particular impacts of the project on the Western States Trail, the Auburn-to-Cool Trail that presently runs through the cofferdam area, our Western States Endurance Run, the American River 50 Mile Endurance Run, and general recreational running in the American River Canyon.

A

We strongly endorse the project proposed by the U.S. Bureau of Reclamation and Placer County Water Agency. This project represents the environmentally preferable way of fulfilling water rights held by the Agency to deliver supplies to western Placer County, and also meeting public trust requirements to restore the navigability of the American River, its fishery, and other ecological, scenic, and recreational values. The sponsoring agencies deserve credit for arriving at a consensus solution that meets public needs without destruction of the American River Canyon -- now proven to be an avoidable impact that would have taken the last 30 miles of the Western States Trail and run course.

c/o Antonio Rossmann, 380 Hayes Street, San Francisco, CA 94102 (415) 861-1401

A. Project support noted.

L-4, pg. 2

B

First, we apprehend from the draft EIS/EIR that the project would have NO direct impact on the Western States Trail from the Auburn Overlook easterly toward and beyond No Hands Bridge, and therefore no impact on the conduct of the Western States Endurance Run or our progenitor event the Tevis Cup Western States Trail Ride. We ask that in response to this comment the project sponsors affirm that this is the case and that no use will be made, or restrictions imposed upon, the Western States Trail, either temporary or permanent.

The endurance run tracks from No Hands Bridge westerly up to Robie Point, and then onto Auburn city streets at the end of Robie Drive; and the trail ride tracks from No Hands Bridge up to Robie Point and along the trail to the Auburn Overlook and then onto Auburn city streets near the fairgrounds. If the project would contrary to our expectations impact either event, we request that mitigation measures be designed to remove such impacts.

Second, we apprehend that the project does produce two unnecessary and avoidable impacts: temporary closure of trail access from the Oregon Bar area to the Overlook, and permanent closure of the Auburn-to-Cool Trail at the present site of the cofferdam.

C

We agree that the second permanent impact is significant; and assert that the first temporary impact is also significant in that it would disable for a time the annual presentation of the American River 50 Mile Endurance Run, which tracks easterly from Sacramento, past Rattlesnake Bar and Manhattan Bar along the Pioneer Express Trail, and up the canyon near Oregon Bar to the Overlook. The American River 50 was founded by the Western States Endurance Run to provide a qualifying run for Western States, and has grown to the point where in many recent years it has become the largest ultramarathon in the United States, with more than 500 competitors.

The short-term impact on Pioneer Express Trail access near Oregon Bar to the Auburn Overlook can be eliminated by providing alternative trail access from downstream of Oregon Bar up to the Overlook during the construction period. The existing access road has sufficient width to enable a temporary protected shoulder to provide foot and equestrian use during the construction period. Furthermore, construction activity could be avoided on the annual running of the American River 50 (a Saturday) to enable use of the full roadway width one day a year. We request the sponsoring agencies to adopt these two mitigation measures.

D

The permanent adverse impact on the Auburn-to-Cool Trail can also be eliminated; we strongly disagree with the draft EIS/EIR conclusion that the permanent closure of this trail is unavoidable under the proposed project.

As the draft EIS/EIR correctly observes, an ironic outcome of the temporary closure of No Hands Bridge has been the discovery by the recreational community of the Auburn-to-Cool Trail. This route provides expanded area for runners and horseback riders; additionally, because of restrictions on mountain biking on the steep Western

2

B. The Commenter is correct, construction and operation of the Proposed Project would not directly affect the conduct of the Western States Endurance Run or the Tevis Cup Western States Trail Ride. Clarification of the Proposed Project and Upstream Diversion Alternative impacts upon these trail events is provided in the Final EIS/EIR, Chapter 3.0, Section 3.8, Recreation. These changes do not alter the conclusions presented in the Draft EIS/EIR.

C. Please refer to Master Response 3.1.3, Recreation Trail Access During Construction.

D. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-4, pg. 3

D (cont.)

States Trail approaches to No Hands Bridge, the Auburn-to-Cool Trail provides unique trans-river access for mountain bikers. Not only do we agree that the direct impact of trail closure would be significant on the Auburn-to-Cool Trail; we assert that this permanent closure could also indirectly and adversely affect the Western States Trail, by increasing the risk that mountain bikers would demand access to Western States near No Hands Bridge. While bikers appear capable of accommodation on the Auburn-to Cool Trail, State Parks has correctly determined that the Western States Trail's steepness and topography preclude acceptable trail bike use there.

The project sponsors have available to them as a mitigation measure the construction of a pedestrian, equestrian, and cycling bridge across the American River at the Auburn-to-Cool Trail alignment. The feasibility of such construction is demonstrated in the Interim Resource Management Plan for the Auburn State Recreation Area prepared in September 1992 by California State Parks for the Bureau of Reclamation. That plan included a bridge, of the type proposed here, at the Greenwood Crossing (Rucky-Chucky) of the Western States Trail upstream from the site of the presently proposed project. Cost was estimated in 1992 at $100,000. A copy of the relevant pages of the 1992 Bureau/State Parks management plan is attached to these comments.

Even allowing for inflation in the intervening decade and the greater width of the river at the present cofferdam site, construction of a bridge to preserve the Auburn-to-Cool Trail seems assured for a sum in six figures. As with the restoration of No Hands Bridge, inclusion of that cost in a special Congressional appropriation can be expected if the project sponsors commit to that mitigation measure as part of their project approval. We request the sponsoring agencies to adopt this mitigation measure as part of their project approval.

The Western States Endurance Run Foundation thanks the sponsors for this initial opportunity to comment on their draft EIS/EIR and underlying project proposal.

Respectfully,

Counsellor

cc: Jill Dampier, California State Parks
Western States Trail Foundation
American River Coalition
Protect American River Canyons
Ed Tiedemann and Jan Goldsmith

3

L-5

L-5

Emmett Cartier
952 Campbell Circle
Woodland, CA 95776

October 11, 2001

To: Placer County Water Agency and U.S. Bureau of Reclamation

Subject: Comments on the EIS/EIR, American River Pump Station Project

Thank you for the opportunity to comment on the Draft EIS/EIR for the American River Pump Station Project (Auburn Dam Diversion Site. It proposes to install permanent pumps to divert up to 50 cubic feet per second (cfs), expandable to 200 cfs, of North Fork American River water to western Placer County. The preferred project would close the Auburn Dam tunnel for pump installation and re-divert the remainder of the river flow to its natural channel. Unfortunately this would cut existing popular uses across the former dam site, such as hiking, biking, and horse riding. The river is currently Class I for boating through the tunnel. We recreationists support the No Project Alternative with full restoration of the site to proper ecological functions. Some general and specific comments are provided below to assist in preparation of the final EIS/EIR.

General Comments on the EIR:

A · **NO HAZARD EXISTS.** The stated hazard to recreationists at the tunnel site has not been demonstrated in fact. In fact, the tunnel reach of the lower North Fork is the least difficult for boating on the Forks of the American River. There has been no history of incidents or accidents leading to injury at the tunnel site, despite more than 25 years of popular use. Safety should not be used in this case as a project purpose.

B · **PRESERVE RIVER CROSSING.** Cross-river travel should be preserved by installing a footbridge as part of the project. Merely closing the tunnel eliminates many current uses of the Auburn-Cool Trail (ACT), such as for hiking, biking, horse riding. The tunnel site is now the only bridge across the canyons between Folsom Dam and No Hands Bridge near Highway 49, and the ACT provides the shortest route between Auburn and Cool. The substitute bridge must be part of the minimum requirements for mitigation in the loss of access across the North Fork.

C · **PROVIDE ACCESS.** Access for boating and other river recreation should be fully provided in the reach as part of the minimum requirements for mitigation of loss of recreation access, or regardless of the actions for this project. The entire site cannot be considered a construction zone. Access should be clearly provided in a revision of the contract for management by California Department of Parks and Recreation and revision of closure rules.

D · **RESTORE THE CANYON.** Restoration should be undertaken for the entire Auburn Dam site, not just the river channel. Native vegetation should be replaced and ecosystem functions should be restored.

A. Please refer to Master Response 3.1.4, Auburn Dam Construction Bypass Tunnel.

B. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

C. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail and Master Response 3.1.3, Recreation Trail Access During Construction.

D. Please refer to Master Response 3.1.5, Project Area River Restoration.

L-5, pg. 2

Specific Comments on the Draft EIS/EIR:

E

Boating Impacts. The 'significant and unavoidable' impacts to whitewater boating on the Middle Fork are opposed by boaters (3-214). Even eight hours of reduced flow per month could adversely affect commercial boating operations in terms of trip logistics, congestion, safety, and marketability. Commercial boating on the North Fork below the confluence would not be feasible due to lack of significant rapids or whitewater, and cannot be considered a substitute for the Middle Fork runs from Oxbow to Greenwood Bridge, or to Greenwood Bridge to Mammoth Bar/Highway 49. If commercial boaters had been interested in boating the river below the confluence, they would have pursued permitting there. The net impact of the proposed action is clearly negative rather than beneficial to boating recreation and should be expressed as such in the EIR.

F

Ralston Reoperation. Please describe further in the EIR how the Ralston Afterbay would be re-operated to obtain minimum flows of 300 cfs rather than 75 cfs. Why do higher daily minimum require reducing flows from the peaks used for whitewater boating on the Middle Fork? Impacts to recreation and the environment of the Middle Fork should be addressed in this EIR as part of the project area (P. 2-28). Apparently, the duration of flows will be reduced, especially in July, during the primary boating season.

G

H

Tunnel Safety. The description of boating opportunities within the project area excludes the boating below the confluence of the Middle Fork with the North Fork (3-201). This reach was excluded from some guidebooks that describe only whitewater because it is considered too easy for serious use by some whitewater enthusiasts. Nevertheless, it was listed in Sierra Whitewater by Charles Martin as an easy run to Rattlesnake Bar. Michael Jenkinson, in Wild Rivers of North America (1981, page 306) states, "The North Fork American is rated a Class II voyage from Highway 49 to Folsom Lake". Similarly, Peter Wood in Running the Rivers of North America (1978) states on page 233, "The North Fork is also a Class II from Highway 49 and [sic] Folsom Lake. Take out is at Rattlesnake Bar". The American River Recreation Area map (Jenrick-Krage, 1988) maps rapids and hazards on the North and Middle Forks but shows only river in the project area. The Topographic Trail Map for Hiking, Equestrian and Whitewater Routes (Sowarwe-Werhner, 1998) shows the tunnel but no rapids or hazards at the project site. None of these sources identifies the tunnel as a hazard yet all of them identify hazards on open reaches of the North and Middle Forks. There is no mention of incidents at the project site in the comprehensive River Safety Reports of the American Canoe Association. A mention of rapids at Tamaroo Bar in the EIS/EIR does not describe their nature or value for recreation (3-211). The EIS/EIR should note that the flow does not typically stop at Oregon Bar since Folsom Lake is seldom completely full. Rather, the boater may often continue downstream up to nine miles through the project site from the confluence. Even when the lake is completely full, the boater may continue to access points on Folsom Lake. There are no named rapids or major obstacles in this reach except when the tunnel is full but the river is not spilling into the natural channel. Any restrictions imposed on outfitters by the managing agencies should not reflect potential use by commercial boaters, nor existing use by noncommercial boaters, of the river below the confluence. Boaters are only likely to begin trips when the river is within

I

H (cont)

E. Comment noted. As the commenter points out, the Draft EIS/EIR recognizes that the changes in MFP operations potentially result in significant and unavoidable impacts to whitewater boating on the Middle Fork American River. The impact call recognizes that the up to 8 hours of reduced boatable flows significantly affects whitewater enthusiasts who use the Middle Fork and potentially results in effects upon commercial rafting opportunities. These impacts, however, are considered unavoidable as the reduction in peak flow duration is necessary to enable PCWA to obtain its needed water supply. It is noted, however, that the evaluation of Proposed Project impacts upon boating opportunities of the Middle Fork American River is considered a conservative assessment due to the nature of the assumptions required to perform the hydrologic modeling. It is likely that, even under full build-out of the Proposed Project (diversion of up to 100 cfs), the reduction in the number of boatable hours would be less than reported in the Draft EIS/EIR.

The analysis of potential changes to instream river flows and impacts upon whitewater boating opportunities was based on a nine-year period of record, extending from October 1, 1978 through September 30, 1996. This data represented the best available and complete information at the time the analysis was performed. This period of record, however, is, on average, drier than the approximately 30-year average of impaired flows with the MFP in place. Use of this data set, therefore, provides a more conservative result, as the reduced duration of peak hydropower releases would have a greater impact during dry water years as compared to wet or average years. It is considered likely that if the data set was not skewed toward dry or drier year conditions that the results would have indicated fewer hours of reduced recreation boating opportunity.

Additionally, the modeling analysis did not incorporate system flow gains or losses. The results therefore potentially reflect a higher need to re-operate to meet minimum instream flow requirements than may actually occur. Additionally, due to the speculative nature of gains/losses for the analysis period of record, a contingency factor of 10 percent was assumed to evaluate minimum instream flow conditions. Use of the contingency factor increased the modeled instream flow requirement, ensuring the minimum instream flow would be met. The combination of these assumptions potentially result in the model indicating a greater need for re-operation to meet minimum instream flows, thereby reducing the duration of peak hydropower releases more frequently than may actually occur.

The Draft EIS/EIR also notes that restoration of the North Fork American River in the vicinity of Auburn Dam would provide additional public boating opportunities which would be considered a beneficial aspect of the Proposed Project relative to the existing condition, No Action/No Project or Upstream Diversion alternatives. The commenter correctly notes that the restoration of this opportunity in the project area would provide a different type of boating experience (ranging from Class I to easy Class III, suitable for beginners) and would not be considered a replacement for the loss of more challenging whitewater boating opportunities described for the Middle Fork American River. Boating miles for commercial rafting would not increase as a result of this project nor is it the intent of the lead agencies or CDPR to open this section of river up to commercial boating; but rather, to provide more boatable river miles and greater public accessibility. The section of river upstream of the Proposed Project area is more suitable to slightly inexperienced or family orientated rafters seeking boating opportunities on a manageable stretch of river appropriate to their skill level. The Final EIS/EIR, Chapter 3.0, Section 3.8, Recreation, includes changes to clarify the nature of the analysis assumptions and to distinguish between the different types of boating opportunities. These changes do not alter the conclusions presented in the Draft EIS/EIR.

Letter 5, page 2 responses continued.

Response F
Please refer to Master Response 3.1.8, Ralston Afterbay.

Response G
The Draft EIS/EIR includes the Middle Fork American River from below Ralston Afterbay to the confluence with the North Fork American River within the direct effects project study area (Section 3.3.3 Project Area Setting at page 3-6 and Figure 2-2, Project Area Setting at page 2-3). The evaluation of potential impacts of the Proposed Project and alternatives upon the environmental resources of the Middle Fork American River are described in each of the resource sections of Chapter 3, Affected Environment and Environmental Consequences (Sections 3.4 through 3.17) as determined relevant to the individual topic. Please also refer to Master Response 3.1.6, Public River Access Features and Response L-5.E.

Response H
Please refer to Master Response 3.1.4, Auburn Dam Construction Bypass Tunnel.

Response I
The American River Pump Station Project Draft EIS/EIR describes boating conditions of the North Fork American River in Section 3.8.1.2, Project Area Setting, under the subheadings North Fork American River and Project Area River Use (page 3-202). The stretch above the dam site is an easy class I to class II river trip through a narrow canyon appropriate for novice boaters, families and unguided trips. The trip begins with a little warm up directly into a fairly long cobble bar type rapids with swift water and a tricky left turn against a rock face near the bottom. This rapid would give novices trouble. This section is called Tamaroo Bar. The water flow is considered a class II rapid caused by a bedrock constriction in the river. This information is included in the Final EIS/EIR, Chapter 3.0, Section 3.8, Recreation. This change does not alter the conclusions presented in the Draft EIS/EIR.

L-5, pg. 3

H(cont) normal stages as described on page 3-202, and therefore the tunnel filling constitutes no hazard to boating. The river is shown not to fill the tunnel during peak boating months, June through September. River-borne debris can be a hazard in any reach of the river but does not require the reach be closed. Boating is nowhere limited to daylight hours, and night-time boating occurs in this reach in summer. Curiously, the EIR states that boating, fishing and swimming are known to occur in the area, but no incidents or accidents with the tunnel are noted. Claims of hazardous conditions are unjustified.

J **Boating Miles.** Action alternatives will not significantly increase the number of river miles (2-88) available for boating. Current conditions allow rafting during the seasons when rafting is popular, with the only possible closures during flood flows in the tunnel before the river overflows into its natural channel. Boaters are well aware of these readily visible conditions and have not had problems with the tunnel.

K **Lake and River Levels.** Decreases in flows of the Lower American River and lower levels in Folsom Lake would create significant impacts to water-based recreation in the region. Both the river and lake resources serve vast numbers of visitors who depend on water levels for suitability of recreation activities.

L **Recreation Plans.** Recreation development plans should be included in this EIR as necessary and proposed part of the project. The vehicle access route will be shared with

M maintenance vehicles, resulting in conflicts. Alternative roads in the area including Highway 49 are not developed or maintained to standards for existing uses in ASRA.

N **Parking at River Access.** Problems with 20-car parking lot at river end of gravel road include congestion, dust, noise, spinouts due to steepness, inadequate space to pass on narrow road, and lack of shade for parking. Parking should be provided for 200 cars based on usage at the confluence and Upper Clementine. The proposed river access site would likely receive even more demand for recreation due to its proximity to urban development and location within the city limits of Auburn. As stated on page 3-212, the Confluence typically "...does not have sufficient parking to accommodate users." In addition, there is an apparent inconsistency with the statement on 2-81 that 70 vehicles at

O one time would be accommodated at the access parking.

P **Slopes.** Slopes for the tunnel closures should be reduced from 2:1 to at most 3:1 to allow

Q maximum revegetation and improve slope stability and aesthetics. Revegetation of disturbed areas should be included in the plan and EIS/EIR.

R **Closures.** Closure of the large project area over the period from 2002 to 2004 is a highly significant impact on recreation for the proposed project. (2-35 and 3-211) In addition, the closures will likely result in additional environmental impacts from overcrowding due to artificial concentrations of visitation at the confluence area. These impacts should be addressed in detail. Any closures should be strictly limited to the immediate area of active construction and associated hazards. Many management alternatives are available to preclude the necessity of total closure for recreation use. The acreage of the closure should be stated in the EIS/EIR. The reference to Order #318-02-91 should reflect more

J. Boating activities below the Middle Fork/North Fork American River confluence are limited; CDPR's posted order (No. 318-02-91) prohibits boating ½ mile above and ½ mile below the Auburn Dam construction site. Further, until recently, CDPR had a posted sign noting no boating beyond the Highway 49 Bridge at the North Fork/Middle Fork American River confluence due to limited availability of suitable boating take-out locations between the confluence and Auburn Dam site. Therefore, implementation of the Proposed Project including rewatering of the North Fork American River near Auburn and official opening of the stretch of river from the Middle Fork/North Fork confluence through the project site and to Folsom Reservoir would substantially increase the total number of boatable miles for public recreationists. It is recognized that the boating miles for commercial rafting would not increase as CDPR would not issue commercial boating permits as part of this project.

Please also refer to Response L-5.E.

K. The American River Pump Station Project Draft EIS/EIR evaluates the potential for the Proposed Project and alternatives to impact lower American River and Folsom Reservoir recreation activities (3.8, Recreation, Section 3.8.2.3, Impact Analysis) and describes the degree of such impacts, including cumulative conditions, using established thresholds and significance criteria.

L. It is unclear what is meant by "recreation development plans." The Proposed Project includes public river access features to mitigate for anticipated increased North Fork American River use in the project area. These features are proposed to be consistent with the goals and design considerations of the Auburn State Recreation Area (SRA) Interim Resources Management Plan (1992), and would fall under the management responsibility of CDPR through it's contractual arrangement with Reclamation. Reclamation and CDPR are responsible for providing long-range planning for the Auburn SRA including preparation of a comprehensive study public participation, and environmental review. Reclamation recently appropriated funding for the update to the Auburn SRA IRMP. Initial study efforts are expected to be underway in 2002.

M. Please refer to Master Response 3.1.6, Public River Access Features. It is noted that project area roadway design considerations include anticipated multiple users and incorporate means of reducing user conflicts through provision of separate parallel trails where needed and permitted use signage.

Letter 5, page 3 responses continued.

Response N
In response to public comments received on the Draft EIS/EIR, the lead agencies and CDPR have modified the proposed public river access parking lot design. The 20-car river-side parking area has been redesigned. A vehicle turnaround area and three handicap accessible (including one sized for vans) would be created instead. This change minimizes potential congestion, noise, and dust concerns. The access road would be designed to adequately accommodate these uses. These changes are described the Final EIS/EIR, Chapter 3.0, Section 3.15.2.4, Impact Analysis, Operation. These modifications do not alter the conclusions presented in the Draft EIS/EIR. Please refer to Master Response 3.1.6, Public River Access Features.

Response O
The preliminary parking lot design described and evaluated in the Draft EIS/EIR (page 2-81) included two separate parking areas with space for up to 70 vehicles. As described on page 2-26 in Section 2.2.2.1, the preliminary proposal included a 20-space lot adjacent to the river, and a 50-space lot in the flat area above Oregon Bar (former Auburn Dam concrete batch plant site).

Response P
The final design of the tunnel closure features remains under development. These efforts include consideration of slope stability and project area aesthetics as they relate to the overall project river restoration design objectives. Please also refer to Master Response 3.1.5, Project Area River Restoration and Response L-5.Q.

Response Q
Vegetation is expected to grow on the slopes and benches over time, much as has already occurred in the existing disturbed reach. Reclamation would be responsible for the long-term monitoring of natural vegetation growth in the project area and would evaluate the need and appropriateness of strategic native vegetation planting should natural growth appear inadequate. Please refer to Master Response 3.1.5, Project Area River Restoration.

Response R
Please refer to Master Response 3.1.3, Recreation Trail Access During Construction. Reclamation and CDPR recognize existing concerns regarding recreation use at the confluence and will address these issues in their long-term comprehensive planning studies for the Auburn SRA later this year.

L-5, pg. 4

R (cont) recent orders amending it. The original order is excessively broad in geographical areas closed in that it includes the entire drainages of Kickerbocker and Salt Creeks and other lands unrelated to the project site. If these lands are to remain closed, they must be considered as part of the project area for EIS/EIR evaluations.

Temporary closure for construction must also be considered a significant impact, since the time frame extends substantially more than a year. For mountain bikers, there is no reasonable alternative route. Additional use of Highway 49 as an alternate trail during construction would impact traffic and existing use on Highway 49 where congestion is already an impact.

S The statement that continued operation of the pumping plant would prevent closure of the tunnel requires further clarification. The current pumping site is above the tunnel. Access roads have been constructed throughout this area in the past and could be reactivated for seasonal installation. Such construction would be less costly and have less impact on the environment than would the tunnel closure proposed in the action alternative. The statement seems to confuse the action and no action alternatives (2-112)

T **Bridge Alternative.** Page 2-35 stated permanent closure of the Auburn-Cool Trail would be a significant impact with no proposed alternative or mitigation. For this significant impact, a bridge should be installed to compensate for loss of access. Such a bridge could readily be designed into the channel alteration plans and placed outside of future construction project sites. A bridge should be incorporated into the channel design to preclude future costs. The bridge may be of a temporary, removable design. For example, it could be installed during June through October periods when flows of record are below 10,000 cfs. Incorporating abutments into the artificial channel banks would incur no additional cost for the proposed project. Bridge span (and costs) can be minimized by design of a narrow and deep channel reach for the bridge to clear the river surface. In addition, for periods when bridge access is not available at the project site, the No-Hands Bridge should be opened to bicycle use, and a new trail extended to accommodate bicycles to the Auburn-to-Cool Trail on the south side of the river below No-Hands Bridge. Without bridge access across the river, significant safety impacts will be incurred with the preferred project as hikers, bikers and horse riders attempt to cross the river on the trail in a variety of stream conditions.

Highway 49 is already beyond capacity and a substandard mountain road, according to Caltrans, and therefore unsafe for bikers to use as an alternative to the Auburn-Cool Trail as stated on page 3-212. After project, the river will be a barrier to users on the trail. Accordingly, the proposed temporary closure and permanent blocking of this trail and the project action will constitute a significant impact to bike recreation in the area. A new bridge at the site would be the only way to provide mitigation and must be considered part of the project proposal.

U **Hazard Consistency.** The draft (2-86) states that existing use of the tunnel area under its closed status is a hazard, yet construction activity including explosives is not a hazard under closed status. This inconsistency among premises is unacceptable in the EIR.

S. The lead agencies could not pursue closure of the bypass tunnel and return of river flows to the river channel under the No Action/No Project Alternative. These modifications to the project area would require relocation of the seasonal pump station facilities and would be more extensive than what is permitted under existing conditions or what would occur under the No Action/No Project Alternative. Please also refer to Response L-5.Y.

T. Please refer to Master Response 3.1.1, Auburn to Cool Trail.

U. Construction blasting is considered a public safety hazard and would be confined to relatively small areas. The public would not be allowed into any areas where preparations for blasting or blasting operations were taking place. Reclamation's construction contractor would manage the area to control and minimize potential safety hazards within the specific area where blasting operations would be performed. The tunnel and access to it cannot be reasonably controlled; therefore, it remains a hazard. Please also refer to Master Response 3.1.4, Auburn Dam Construction Bypass Tunnel.

L-5, pg. 5

U (cont) Moreover, a clear alternative exists in opening the area to use and designing facilities to provide for public safety there, as has been done on other recreation sites on rivers in the region. This would reduce the impacts to less than significant for the No Project alternative, and such mitigation or avoidance opportunities must be included in the EIR. Upstream on the Middle Fork, all boaters pass safely through a tunnel below Tunnel Chute. Flood circumstances could also cause seasonal inundation of the tunnel with no outlet, but that is not considered a safety issue, and all boating use is permitted there.

V **Project Area.** The project area should be amended to include the river within the Folsom Lake bed since the lake is seldom full, and the river remains a valuable resource. Impacts to recreation and terrestrial values must be considered downstream from Oregon Bar (3-51) at least to the vicinity of Rattlesnake Bar. This reach has riparian as well as littoral values. The draft states that the action proposed could reduce the level of Folsom Lake further than current conditions. If the additional drawdown if 10 feet, for example, then the project action would impact an additional half mile of river below the tunnel site, based on a gradient of 20 feet per mile.

W **Backwater Effects.** Diversion backwater effects are not clear (3-211). Is this a temporary diversion structure or the proposed project? To what height will waters be raised over no-project conditions? During what flow events will the backwater occur? How long will the diversions occur? By what criteria would the backwaters be insignificant? This appears to be a significant adverse affect to the river environment.

X **Rapid Design or Concept.** The nature of rapids to be designed into the proposed new river channel should be described in detail. How will they be rated in comparison to the relatively flat water of the existing tunnel and adjacent river reaches? How will they serve current or new recreation needs in the area? (3-212)

Y **Alternative 4.** Another alternative should be included in the EIS/EIR which directly addresses the key legal issue of restoring the river to its natural channel. That Alternative 4 would provide for tunnel closure without change in pumping status, similar to the alternative that provides for a permanent pump station without tunnel closure.

Z **Water Use Impacts.** Impacts for new development in Western Placer County should be addressed more fully in the EIS/EIR, not just the programmatic documents. What uses will be made of the additional water in terms of crops or pastures irrigated, or ranchettes served (2-45)? How does the project water compare in cost and quality to groundwater pumping or other sources in that region? Will additional water change the land uses, and if so, how? Will changing uses of the water affect uses of the river above the project site

AA for recreation (Section 3-7)? The EIS/EIR currently does not provide sufficient information for decisionmakers and the public in this regard. There is an apparent inconsistency with the indications of water use for urban growth on page 3-6 and 3-40, and those impacts should be described in greater detail in this EIS/EIR regardless of the authority of PCWA over land uses. Further, the EIS/EIR should note that groundwater

BB drafting is uncontrolled and overdraft conditions could result regardless of project actions.

V. The regional and project area settings considered in the Draft EIS/EIR impact evaluations are described in Chapter 3, Section 3.2.1, Regional Setting and 3.2.2, Project Area Setting (pages 3-5 and 3-6) and shown on Figures 2-1, Regional Setting (page 2-2) and 2-2, Project Area Setting (page 2-3). The potential effects of reduced Folsom Reservoir elevations includes the reservoir up to its high water line, upstream of Oregon Bar (Figure 2-2). The potential effects of the Proposed Project and alternatives upon terrestrial recreation and other resources due to fluctuations in Folsom Reservoir elevations are presented in the diversion-related analyses in Chapter 3.

W. Please refer to Master Response 3.1.7, Tamaroo Bar.

X. The Proposed Project would have two channels that provide boat passage. The main (river right) channel would contain the water diversion intakes. These intakes would be integrated into boat chutes whose geometry creates favorable hydraulics for recreational boating, such as standing wave and mild hydraulic jumps. The geometry of the chutes was developed specifically for recreation and has been employed successfully at several sites, notably the Horseshoe Bend Hydroelectric project. The overall difficulty of the rapids through the diversion would be Class II, and Class III on the international scale, depending on the water level. At lower flows, difficulty would be Class II and at higher flows, difficulty would increase to Class III. This level of difficulty is comparable to the first rapid that occurs in the river just below the project site, downstream of the bypass tunnel outlet and upstream of Oregon Bar. The primary water intakes would be located on the invert of the boat chutes. These intakes would be appropriately screened to prevent trapping boaters; the intake screening also would meet CDFG fish screening criteria. A third boat chute would be constructed below grade, downstream of the two other boat chutes. Construction of this structure anticipates the lowering of the riverbed with time and would provide a variable transition for the diversion structure to the downstream riverbed.

At higher river stages (greater than 2,000 cfs) whitewater craft would be able to pass through a bypass channel on the river left (east) side. The total drop of the secondary channel would be roughly 8 feet over a distance of approximately 400 feet. This would produce a bottom gradient of little more than two percent. The bypass channel would be separated by a berm (a rock divider), which would be overtopped during high water (about 4,000 cfs), thereby joining the two channels. The river left (east) bank adjacent to the diversion would be graded at a slope of 5:1 (or less) for some distance above the anticipated high water level of 4,000 cfs. Boaters would be able to use this bank to scout the rapids and portage. Regarding present recreation needs, a report prepared by John Anderson for Montgomery Watson in 1997 addressed the recreation potential of the river. The report identified potential river uses, in detail, with reference to various stretches of the river. The stretch from the confluence to Robie Point would be appropriate for an easy family float trip. From the dam site to Oregon Bar, the whitewater is more challenging and more suitable for advanced beginning and intermediate whitewater boaters. Use from Oregon Bar to Rattlesnake Bar would depend on Folsom reservoir levels. During the high pool season, the trip to Rattlesnake Bar would be a long, flat water paddle.

Letter 5, page 5 responses continued.

Response Y
The alternative suggested by the commenter was not included as a separate alternative because it was not workable or feasible. In any event, consideration of these elements in relation to the project purpose, needs and objectives are addressed in Tables 2-1 and 2-2 of the alternatives, although each issue was evaluated separately. Health and safety factors associated with the tunnel closure were considered under the No Action/No project Alternative. Additionally, the seasonal pumps that are currently used to withdraw water in this section of the American River could not function if the river was re-watered and the tunnel closed because water levels at the point of diversion would be too low.

As discussed on page 2-5 of the Draft EIS/EIR, key features of the Proposed Project (Mid-Channel Diversion) include the intake/diversion location and the pump station site. The intake/diversion structures would remain situated on the outside curve of the natural channel to take advantage of the narrowed portion of the river channel created by the northwestern bank. The narrow channel formed by the cofferdam remnant creates a natural pooling of the river flow and permits control for the diversion. It would not be feasible to use the intake structures at the existing point of diversion that are associated with the seasonal pump station operations because, once the river is restored to its natural channel, flows will progress through the widened streambed and this will not provide adequate instream water depths to for the intake/diversion to function properly.

In order to adequately restore the river channel, approximately 700,000 cubic yards of cofferdam debris, alluvium and large rocks would be excavated from the dry river channel. Under the Proposed Project, this material along with an estimated 300,000 cubic yards of material generated from construction activity would be used to (a) build and reshape the river channel, (b) stabilize, fill and create barriers to the upstream and downstream tunnel openings, (c) fill holes in the keyway associated with past disturbance during the original construction of Auburn Dam as well as (d) provide building and fill material for the pump station facility.

Funding allocations for the river restoration efforts are tied to mitigation elements associated with the pump station expansion. There are currently no funding sources available to solely provide for an isolated river restoration project of this magnitude. It would not be economically feasible to remove such a vast quantity of material to a location far off-site, nor are there presently the financial means in place to do so. Therefore, this alternative was eliminated from further consideration because it did not meet the two primary criteria that would merit additional consideration and analysis which were: (a) meeting most of the project objectives; and (b) being technically, economically, and environmentally feasible.

Response Z
The impacts for land development within Placer County are appropriately addressed programmatically through the County's General Plan preparation and environmental review process and then by subsequent project-specific environmental evaluations and review by county or city planning departments and other permitting or regulatory agencies. PCWA has no land use approval or decision-making authority within the county, but recognizes the supply of water supports new development, as planned by the County and cities within its service area. As described in the Draft EIS/EIR, PCWA's delivery of raw water supplies to agricultural lands within western Placer County is not expected to change substantially from the existing condition. Also refer to Placer County Water Agency Surface Water Supply Update for Western Placer County (PCWA 2001) and Response L-21.A. As described in the Draft EIS/EIR, other sources of water and groundwater do not offer cost-efficient means for PCWA to obtain water supplies within the short-term, as compared to gaining reliable access to its existing permitted MFP water entitlement.

Response AA
The Draft EIS/EIR addresses the potential impacts upon river recreation above the project site (Chapter 3, Section 3.8, Recreation). Additional clarification is provided in Response L-5.E.

Response BB
Comment noted.

L-5, pg. 6

CC

List Costs Components. Costs should be listed for components of the major features of the alternatives in Table 2-2. For example, what is the cost for the recreation access improvements? Project cost estimates indicate that the proposed project will cost $31 million, greater than the amount initially authorized for Auburn Dam. At that cost, the project costs equal 31 to 124 years of current operation costs. Similarly, the proposed project would cost about 60 to 240 times the existing cost per acre foot of water diverted. This contrast is impossible to justify on the value of additional water diversions. Although restoration is desirable, the proposed project would cost an excessive $40 million per mile of channel artificially restored. We should just say, 'It is what it is' and work with the site to restore ecological functions.

DD

Include Oral Comments. Oral comments presented at scoping meetings must be included in the Summary of Public Concerns (1-11). Comments included that the area closures should be removed, safety of the tunnel was not a realistic problem, there was no history of incidents or accidents there, that several guidebooks referred to the reach below Highway 49 as Class II without substantial hazards or rapids, and that the tunnel itself was Class I as a half mile of flat water.

Until the above concerns are reflected in the EIS/EIR, I support the No Project alternative.

Thank you for your consideration.

Sincerely,

Emmett Cartier

Emmett Cartier

CC. Breakdown for the major components of the Proposed Project are as follows:

Pump station/diversion facilities	$18.1 million
Auburn Dam construction bypass tunnel	$ 1.0 million
North Fork American River channel excavation & public river access features	$11.9 million
Total	**$31.0 million**

This information is included in the Final EIS/EIR, Chapter 2.0, Section 2.2.2, Proposed Project – Mid Channel Diversion Alternative. This change does not alter the conclusions presented in the Draft EIS/EIR. The original authorization for Auburn Dame was $411,170,000 (House Document No. 171, 88th Congress, first session).

DD. The Draft EIS/EIR (Chapter 4.0, Section 4.2 Public Involvement) provides a summary of all public and agency scoping comments received at public scoping and informational meetings related to preparation of the Draft EIS/EIR. Please also refer to Master Response 3.1.4, Auburn Dam Construction Bypass Tunnel for information related to the tunnel hazard.

L-6

L-6

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

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PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Joannie Countryman
ADDRESS:	8625 Wise Rd
CITY/STATE/ZIP:	Auburn CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	(530) 885-9795
ORGANIZATION (IF APPLICABLE):	American River Ride

COMMENTS:

A — go ahead and reroute the water but there still needs to be a way for our horses to get over to the other side. So the answer is to this situation is to build a a bridge for us to get to the other side!

How do we get to Mauldu Road from Cool side of River. Yes you get your water recreation but what about Hiking Mtn Biking & horses getting to cool. Have to have a bridge for all to get to other side from Auburn to Cool.

B — What are the parking lots for? What is the recreation? Rafting only!

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☒ ***Please check here if you would like to be on the project mailing list.***

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

B. Please refer to Master Response 3.1.6, Public River Access Features.

L-7

Oct 11, 2001

RE: The Mid-Channel Diversion Alternative

To Whom It May Concern:

I am writing this letter to put fourth my vote for your preferred alternative, The Mid-Channel Diversion Alternative, which proposes to close the Auburn dam diversion tunnel and restore the American River at the Auburn Dam construction site to its natural channel, while at the same time providing the water agency with riverside pumping and diversion facilities to supply water to customers in Placer County.

A I am also happy that this preferred alternative will restore BOATABLE CONDITIONS AND FLOWS to this now dry reach of river, and begins to set the stage to provide public access to the Confluence Parkway - the long closed reach of the American River from the confluence of the North and Middle Forks of the American River to Folsom Reservoir.

I am a resident of Garden Valley, Coloma and spend a great deal of my like Kayaking and enjoying the American River. I am totally against the Auburn Dam and want this alternative to be passed.

I will be at the meeting on the 11th, but also wanted to send you this letter.

Thank you for fighting for all of us.

Patti Boyer
P.O. Box 979
Lotus, CA 95651

Patricia A Boyer

B P.S. After attending the open meeting tonight, I cannot see how you could go forward with this project without constructing a bridge for the trail from Auburn to Cool. It is a must.

Patti Boyer

A. Project support noted.

B. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-8

L-8

EL DORADO COUNTY

ENVIRONMENTAL MANAGEMENT DEPARTMENT

Jon A. Morgan
Director

Environmental Health Division

Air Pollution Control District

Solid Waste & Hazardous Materials Division

Vector Control Division

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COUNTY OF EL DORADO
ENVIRONMENTAL MANAGEMENT DEPARTMENT

October 11, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

SUBJECT: AMERICAN RIVER PUMP STATION PROJECT DRAFT EIS/EIR

To Whom It May Concern:

The El Dorado County Air Pollution Control District (District) has been asked to express comments that identify our concerns regarding the **AMERICAN RIVER PUMP STATION PROJECT DRAFT EIS/EIR.**

El Dorado County violates the state and federal ambient air quality standard for the criteria pollutant ozone at the Western Slope area of the county. As of June 1, 1995, El Dorado County nonattainment area classification status for ozone has been reclassified from a "serious" to a "severe" ozone nonattainment area (40 CFR [Code of Federal Regulations] Part 81 CFR Update Service). Monitoring data from the California Air Resources Board have indicated the town of "Cool" to have the highest ozone concentration in the Sacramento Metro area. The county violates state ambient air quality standard for the criteria pollutant fine particulate matter (PM10) at both the Western Slope and South Lake Tahoe area of El Dorado County. The California Clean Air Act of 1988 requires the state's air pollution control program meet the state's ambient air quality standards. The efforts of the District are focused primarily on attainment of state and federal ambient air quality standards for criteria air pollutants.

The District has the following comments in regards to the **AMERICAN RIVER PUMP STATION PROJECT DRAFT EIS/EIR** (EIS/EIR).

1. The American River Pump Station Project area lies partially within El Dorado County. The EIS/EIR indicates there will be a significant air quality impact from nitrogen oxides (NOx) emissions during the construction phase. Although, the EIS/EIR puts more emphasis on the impact to Placer County than to El Dorado County. Air emissions do not recognize County boundaries. The District would like the EIS/EIR to address the significant air quality impact on El Dorado County from NOx emissions during the construction phase in more detail.

2. As mentioned above the Cool monitoring site has some of the highest ozone concentrations in the region. The Cool monitoring site is located approximately two (2) miles from the project site. The EIS/EIR references a Auburn air monitoring site and a Rocklin air monitoring site, but doesn't reference the Cool air monitoring site. The District would like the EIS/EIR to reference the Cool air monitoring site.

www.co.el-dorado.ca.us/emd

A. The Draft EIS/EIR Air Quality impact analysis (Chapter 3, Section 3.15) focuses on the potential effects of construction and operation upon sensitive receptors within the project study area. A sensitive receptor distance of ½ mile is used, although both the Placer County and El Dorado County air pollution control districts suggest an approximate ¼-mile distance for identification of sensitive receptors for air pollutant emissions. The analysis of NO_X and other air pollutants described for Placer County applies to El Dorado County as well. The Draft EIS/EIR identifies several sensitive receptors within the ½-mile range within Placer County; however, none were identified within the El Dorado County portion of the study area. Therefore, the focus of the analysis is appropriately within Placer County. The Final EIS/EIR, Chapter 3.0, Section 3.15.2.1, Methodology, provides this additional information explaining the focus of the air quality analysis. This information does not alter the conclusions presented in the Draft EIS/EIR.

B. The commenter requests that the EIS/EIR include reference to the Cool air monitoring site in El Dorado County. Information summarizing ozone level data from the Cool monitoring station, for the period 1995 through 1999 has been added to the Air Quality setting, as identified in the Final EIS/EIR, Chapter 3.0, Section 3.15.1.2, Project Area Setting, Air Quality Monitoring. This change does not alter the conclusions presented in the Draft EIS/EIR.

L-8, pg. 2

American River Pump Station Project
Draft EIS/EIR Comments
October 10, 2001
Page 2

C

3. The EIS/EIR under Section 3.13 GEOLOGY AND SOILS states the project area contains chrysotile (asbestos). In addition, the project is in an area identified as more likely to contain asbestos on the Division of Mines and Geology map titled Areas More Likely to Contain Natural Occurrences of Asbestos in Western El Dorado County, California (Churchill, March 2000). The EIS/EIR doesn't indicate how the project will comply with El Dorado County Ordinance number 4548, The Naturally Occurring Asbestos And Dust Protection Ordinance (Ordinance #4548 is enclosed). The EIS/EIR doesn't indicate how the project will comply with the California Air Resources Board's (CARB) proposed Asbestos Air Toxics Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations. The District would like the EIS/EIR to address the potential airborne asbestos emissions by indicating how the project will comply with El Dorado County Ordinance number 4548, The Naturally Occurring Asbestos And Dust Protection Ordinance and the CARB proposed Asbestos Air Toxics Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations.

If you have any questions regarding these comments, please call our office at (530) 621-6662.

Respectfully,

Dennis Otani, Program Manager
Air Pollution Control District

Patrick Tedeschi, Senior Air Quality Specialist;
Air Pollution Control District

Enclosure

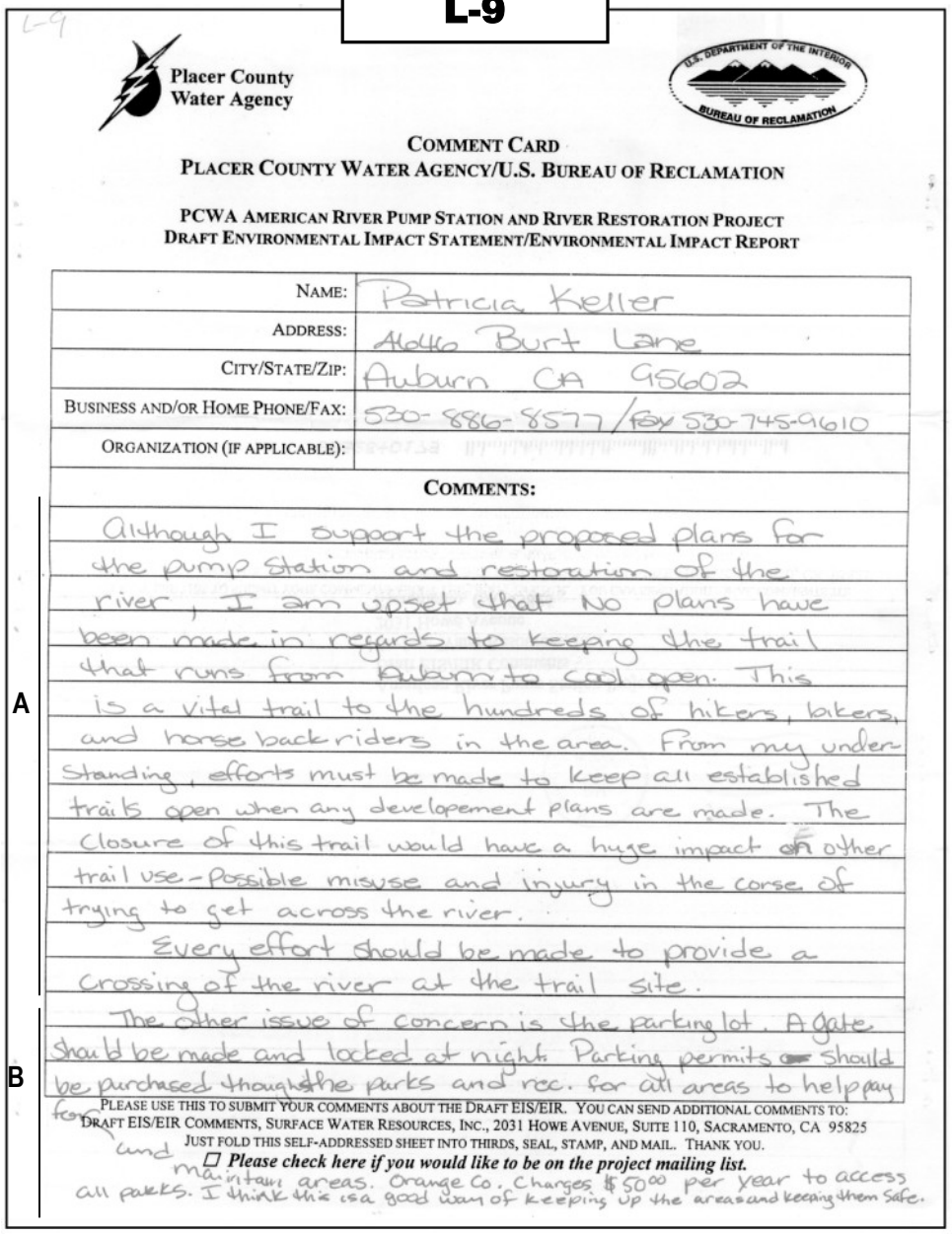
PT:pt

Pt/ceqa/americanriverpumpstationdraftEIR

C. The commenter requests that the EIS/EIR indicate the Proposed Project's compliance with El Dorado County Ordinance Number 4548, Naturally Occurring Asbestos and Dust Protection Ordinance and the California Air Resources Board's Asbestos Air Toxics Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations. The environmental protection measures included in the Draft EIS/EIR satisfy the requirements of El Dorado County Ordinance 4548. Additionally, measures recommended in the referenced CARB Air Toxics Control Measure would be implemented by the construction contractor if asbestos is found at the project site (see Mitigation Plan, Appendix D to the Final EIS/EIR). This information is included in the Final EIS/EIR, Chapter 3.0, Section 3.15, Air Quality. These changes do not alter the conclusions presented in the Draft EIS/EIR.

Note: This comment letter included a copy of El Dorado County Ordinance 4548, The Naturally Occurring Asbestos and Dust Protection Ordinance as an attachment. A copy of this attachment can be reviewed at PCWA or Reclamation offices.

L-9



Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

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ORGANIZATION (IF APPLICABLE):	

COMMENTS:

Although I support the proposed plans for the pump station and restoration of the river, I am upset that No plans have been made in regards to keeping the trail that runs from Auburn to Cool open. This is a vital trail to the hundreds of hikers, bikers, and horse back riders in the area. From my understanding, efforts must be made to keep all established trails open when any developement plans are made. The closure of this trail would have a huge impact on other trail use - possible misuse and injury in the corse of trying to get across the river.

Every effort should be made to provide a crossing of the river at the trail site.

The other issue of concern is the parking lot. A gate should be made and locked at night. Parking permits ~~or~~ should be purchased through the parks and rec. for all areas to help pay for and maintain areas. Orange Co. Charges $50.00 per year to access all parks. I think this is a good way of keeping up the areas and keeping them safe.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ ***Please check here if you would like to be on the project mailing list.***

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

B. Please refer to Master Response 3.1.6, Public River Access Features. The entrance to the area would include a staffed entrance booth and gate. The gate would be closed and locked at night and at other times vehicular access to the site would not be permitted. It is undetermined whether CDPR would charge a user fee at the public river access entrance.

L-10

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Lore Roberts
ADDRESS:	PO Box 9263
CITY/STATE/ZIP:	Auburn CA 95604
BUSINESS AND/OR HOME PHONE/FAX:	530 / 888-1498
ORGANIZATION (IF APPLICABLE):	PARC (Protect American River Canyons)

COMMENTS:

A I am in favor of the proposed project, Mid-Channel Diversion Alternative.

B I am also in favor of another search to discover a feasible solution to the Auburn-to-Cool trail closure problem.

Lore Roberts

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☒ ***Please check here if you would like to be on the project mailing list.***

A. Project support noted.

B. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-11

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Kathie & Ernie Perry
ADDRESS:	2691 Shirland Tr. Rd
CITY/STATE/ZIP:	Auburn Ca 95603
BUSINESS AND/OR HOME PHONE/FAX:	916-663-3869
ORGANIZATION (IF APPLICABLE):	American River Ride

COMMENTS:

A

50 mile ENDURANCE Ride has been held for the past 30 years - we have moved our trail from Sacto (Cal-Expo to to many bike trails (paved) to Negro Bar - We use the Cofer Dam as a return route for our 50 & 70 mile rides - The impact on the trail from Auburn to Hwy 49 - will be to great thru-out the years - Be need a bridge to keep the Auburn to Cool loop open. I do believe in the original plan a bridge was proposed - ?!

Once a trail is given-up - it hartly ever will be put back into use!

We must have a BRIDGE.

Sincerely,
Ernie
and Kathie Perry

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

☒ ***Please check here if you would like to be on the project mailing list.***

A. Please refer to Response L-4.B and Master Response 3.1.1, Auburn-to-Cool Trail.

L-12

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	WILLIAM WAUTERS
ADDRESS:	700 CLIPPER GAP ROAD
CITY/STATE/ZIP:	AUBURN, CA, 95603-8471
BUSINESS AND/OR HOME PHONE/FAX:	530-878-0296 FAX 878-1949
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A THE MID-CHANNEL DIVERSION ALTERNATIVE OF THE AMERICAN RIVER PUMP STATION PROJECT WHICH INCLUDES RIVER RESTORATION APPEARS TO BE THE RESPONSIBLE PLAN. LONG TERM WATER USE NEEDS BALANCE WITH LONG OVERDUE HABITAT RECLAIMATION AND GENERAL PUBLIC RECREATION USE IN THE MID-CHANNEL ALTERNATIVE. THE OTHER PLANS ARE NOT RESPONSIBLE MANAGEMENT.

B HOPEFULLY THE VAST ROCK PILES CAN BE ENGINEERED TO PROVIDE A SEASONAL FORD TO REPLACE THE PRESENT EQUESTRIAN TRAIL.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☒ ***Please check here if you would like to be on the project mailing list.*** —CONTINUED

A. Project support noted.

B. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-13

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Roberta Smith
ADDRESS:	141 El Dorado St
CITY/STATE/ZIP:	Auburn Ca.
BUSINESS AND/OR HOME PHONE/FAX:	530-823-5509
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A please let the river run free!

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ ***Please check here if you would like to be on the project mailing list.***

A. Comment noted.

L-14

To: American River Pump Station
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue
Sacramento, CA 95825

From: Gene and Debbie Zanot (AERC Trail Advocates)
RD# 1 Box 132 A
Reynoldsville, PA 15851 (814-328-2702-email darkcat5@yahoo.com

Subject: Trails

Date: October 22, 2001

To Whom It May Concern,

A It has come to our attention that a very vital part of the internationally known Tevis training trails are in danger of being closed off for public use in the near future, due to the undergoing river restoration project. While river restoration is supported by the public the permanent cutting off of major trail heads is opposed greatly, and rightly so.

Please include in your plan the building of an access bridge and room on the side of the paved road for a right of way trail for outdoor enthusiasts to connect to widely used trails Thousands of people use the Western States Trails, Olmstead Trail and the Maidu area trails for different activities which are wholesome and family oriented recreation and it would be a great loss to the health and well being of people not to be able to escape this world of mayhem to enjoy the mountain trails they have historically enjoyed for years, simply because the connection to these trails has been cut off.

My husband and I are very alarmed at the trend nation wide by small in number but largely funded Radical eco-groups that would like to see all healthy outdoor recreation cease and public access to public land end. Please take the opportunity to be a leader in CA. who would reverse this nonsense and support sensible solutions for all Americans who enjoy the outdoors.

Our Nation is undergoing many changes and loss of personal freedom due to the world situations such as it is. The privilege of being in the outdoors had become even more precious because that is where we are closest to God and a world that has order and sanity.. A place where we all can regroup and renew the spirit to fight the battles yet to come.

We would appreciate your careful consideration with this project and look forward to hearing that you have decided to be a leader in common sense solutions.

Sincerely yours,
Gene & Debbie Zanot
Gene and Debbie Zanot

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-15

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Linda & Jerry Potter
ADDRESS:	2142 Del Mar Ave
CITY/STATE/ZIP:	Penryn CA 95663
BUSINESS AND/OR HOME PHONE/FAX:	(916) 652-5339 jlpotter@lanset.com
ORGANIZATION (IF APPLICABLE):	Loomis Basin Horseman's Assoc. American Endurance Ride Conf. National Pony Express Assoc. Western Rodeo Assoc. Calif. Horse Council

COMMENTS:

A We are pleased to see the American River returned to its natural course but feel that the trail through the coffer dam area should not be forfeited in this process. Please include in your plans to build a bridge for hikers, bikers & equestrian over the river so this valuable trail is not lost. We need to keep all our trails & add more - not loosing them. They are a valuable resource for physical & mental well-being. Please do not do this in a separate phase. It needs to be included in the whole plan.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ ***Please check here if you would like to be on the project mailing list.***

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-16

RECEIVED OCT 1 9 2001

Placer Country Water Agency
P.O.Box 6570
Auburn, Ca 95604
Attn: General Managers Office

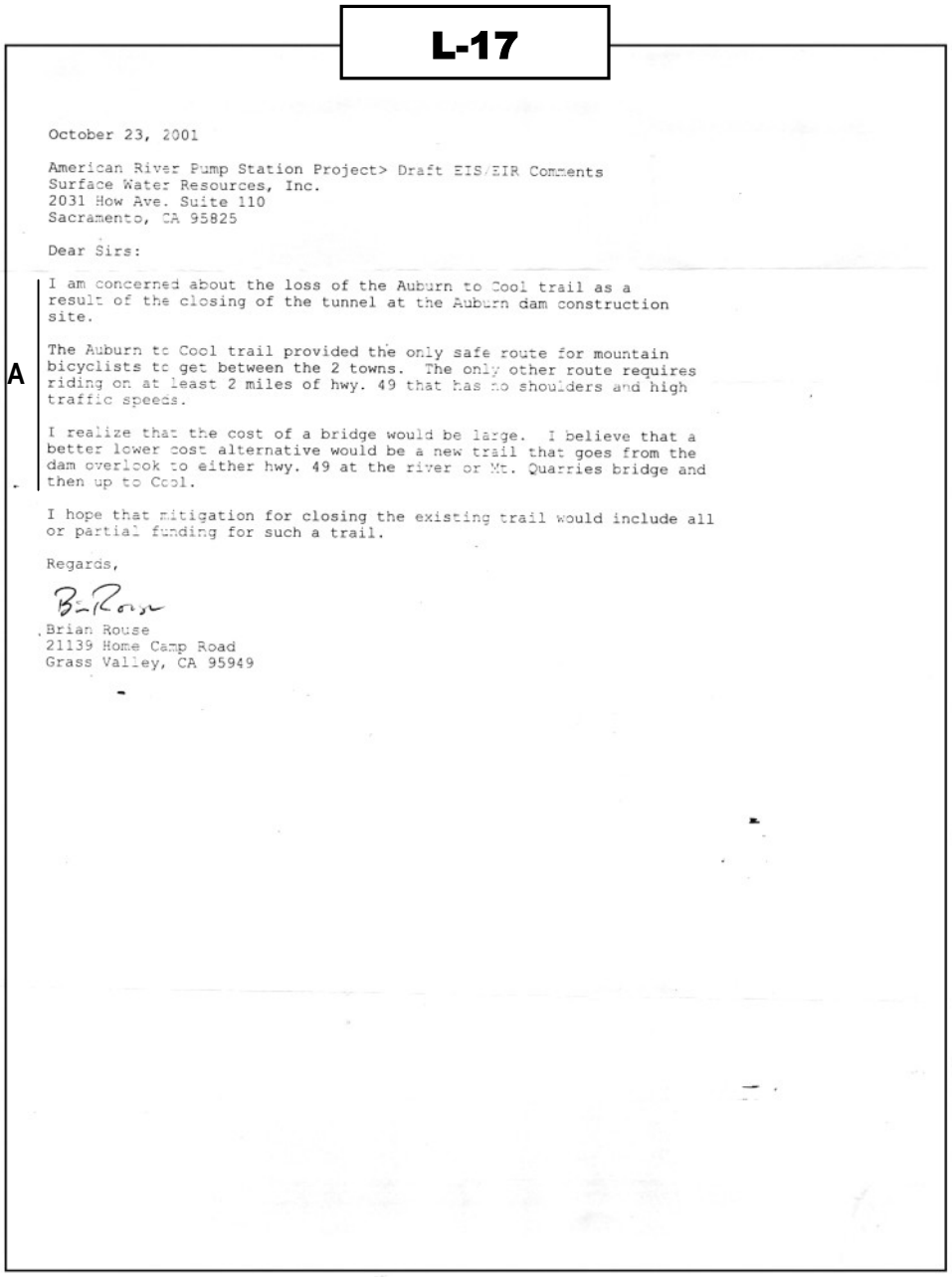
Dear Sir or Madam;

A | It is our opinion the Auburn to Cool trail, via the cofferdam, remain open and water continue to pass through the tunnel. If, in fact, the lobbyists for the single benefactor of the tunnel closure, are able to succeed, and the tunnel be closed, the many displace current users should be accommodated and a bridge be constructed. To recognize a single user group, the rafter interest, to deny several diverse groups, hikers, runners, bicyclist, equestrians, is a travesty of justice and fairness. The only satisfactory resolution, should money interest prevail, is to construct a multiuse bridge.

Respectfully,

Charles and Nanci Gabri
20043 Hosmer Mine Court
Foresthill, Ca 95631
530.367.2981

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail and 3.1.4, Auburn Dam Construction Bypass Tunnel.



L-17

October 23, 2001

American River Pump Station Project> Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 How Ave. Suite 110
Sacramento, CA 95825

Dear Sirs:

A I am concerned about the loss of the Auburn to Cool trail as a result of the closing of the tunnel at the Auburn dam construction site.

The Auburn to Cool trail provided the only safe route for mountain bicyclists to get between the 2 towns. The only other route requires riding on at least 2 miles of hwy. 49 that has no shoulders and high traffic speeds.

I realize that the cost of a bridge would be large. I believe that a better lower cost alternative would be a new trail that goes from the dam overlook to either hwy. 49 at the river or Mt. Quarries bridge and then up to Cool.

I hope that mitigation for closing the existing trail would include all or partial funding for such a trail.

Regards,

Brian Rouse
21139 Home Camp Road
Grass Valley, CA 95949

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail

L-18

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Andrea H. Rosenthal
ADDRESS:	255 Cossonia Park
CITY/STATE/ZIP:	Auburn CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-887-9314
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A I agree with the current EIR/EIS proposed for the PCWA Pump Station.

B I have some concerns about the loss of Tamaroo Rapids above Tamaroo Bar.

C I also ~~am to~~ am ~~at~~ concerned about the loss of the trail at the dry river bed going from Auburn → Cool.

Thank you again for making the right choice with regards to closing the tunnel & restoring the river.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☒ ***Please check here if you would like to be on the project mailing list.***

A. Project support noted.

B. Please refer to Master Response 3.1.7, Tamaroo Bar.

C. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-19

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR — BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	RICHARD WARREN
ADDRESS:	2877 ALLEN DR
CITY/STATE/ZIP:	AUBURN, CA 95602
BUSINESS AND/OR HOME PHONE/FAX:	PH. 530 878 0738 / FAX 530 878 9395
ORGANIZATION (IF APPLICABLE):	PROTECT AMERICAN RIVER CANYONS

COMMENTS:

A I support the draft EIS/EIR, but have a few concerns:

B (1). Concept pictures at the public hearing showed the restored canyon walls as smooth and very similar to most landfills in appearance. Please provide a more natural variation of the terrain.

C (2). It was not clear if the PCWA pumping basin would go to the TOP of Tamaroo Rapid or the BOTTOM. I do NOT support flooding Tamaroo Rapid.

D (3). The parking provided seems adequate for the circumstances of this project. I suggest that a statement be made in your document suggesting a more global approach to this issue should further "improvements" be made due to the tunnel opening.

E (4). The issue of a bridge crossing should be addressed as part of this project due to the disruption of now-established recreational use of the trails between Cool and Auburn.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☒ ***Please check here if you would like to be on the project mailing list.***

A. Project support noted.

B. Please refer to Master Response 3.1.5, Project Area River Restoration.

C. Please refer to Master Response 3.1.7, Tamaroo Bar.

D. Please refer to Master Response 3.1.6, Public River Access Features.

E. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-20

44 Walnut Tree Court
Colusa, California 95932
October 24, 2001

American River Pump Station Project
Draft EIR/EIS Comments
Surface Water Resources, Inc.
2031 Howe Avenue
Sacramento, CA 95825

Dear Friends,

In this time of uncertain current events and increasingly troubling news on a daily basis, I submit to you the need for recreational areas for the public. Outdoor enthusiasts need a place of refuge where they can collect their thoughts, as well as become a part of the natural beauty of this great state of California.

A Please add my name to the list of those encouraging you to build a bridge as part of the river restoration and pump project on the Coffer Dam site. I frequently use the Coffer Dam loop for both running training for me and for enjoyable hours of riding on my horse. The trails in the area are challenging and good for the soul. To lose them would be a loss, as well as cause problems of safety on other nearby trails that more and varied users would be forced to share. A bridge seems a small price to pay for the recreational opportunities that would be saved by doing so.

Thank you for your consideration. I believe that with careful planning and cooperation between trail users and government officials, this can be a win-win situation.

Sincerely,

Barbara White

Barbara White
530 458-2443
Captain, Dusty Corners Aid Station, Western States Trail Run
Buckle Winner, 25 times since 1968, Tevis Cup Ride

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-21

A.R. Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources
2031 Howe Avenue, Ste 110
Sacramento, CA 95825

October 24, 2001

Ladies and Gentlemen:

I wish to comment on two aspects of the American River Pump Station Project (ARPSP). First, the pump station should NOT be built; and secondly, the American River should be restored to its natural state with the tunnel permanently sealed.

A First, the pump station is the worst kind of growth inducing project in an area that is already having its rural, natural qualities destroyed. Building pump stations will provide the go-ahead for rampant development. As soon as the water capacities are maxed out, there will be pressure to build more and bigger pumps since the precedent has been set. More is never enough as far as development mentalities are concerned. No pump stations will make populations increases somewhat limited in this area which in turn will preserve Placer County's disappearing delightful rural qualities.

B Secondly, the American River should be restored to its natural channel--not for the pumps, not for increased water supplies, not for recreational activities, or for any other artificial advantages. The American River is a vein through which nature flows. It never should have been altered in any way in the first place. It is our moral imperative to restore it for its own sake--as a vital part of our ecological heritage.

C In addition, no bridge should be built (to keep the Auburn-Cool Trail open). That trail was never meant to be a commute route. There are other nearby crossings upstream that should suffice for recreational activities. The trail crossing did not exist before. Restoration of the American River should not include, nor be obligated to include, nor be an excuse to include a man-made object constructed for the convenience of a few. The costs and impacts of any type of crossing at this point border on obnoxious.

"Restoration" and/or "natural" mean just that. Give us back our river as it was--no bridge, no pumps, no tunnel. Thank you.

Cordially,

Katie Cather

Katie Cather
P.O. Box 2052
Loomis, CA 95650

A. The Draft EIS/EIR acknowledges that rapid growth has occurred in Placer County since the mid-1980s, and that growth demands have pushed the limits of PCWA's existing water supply delivery means from both the Drum-Spaulding Project and the MFP seasonal pump station (page 1-6). Future growth and development have been approved through local planning processes (i.e., different City and County General Plans).

PCWA's need for a larger pump station and the added capacity associated with it does not increase the quantity of PCWA's existing water entitlement. The proposed larger pump station facility would only enable PCWA to withdraw the quantity of water to which it is rightly entitled under the law, in accordance with its FERC license and two Water Rights Permits granted by the State Water Resources Control Board.

It is the responsibility of planning agencies to foresee future needs and try to develop land use development alternatives that will meet impending demands while being environmentally sound and beneficial to the overall needs of the community. PCWA does not possess land use regulating authority; however, it is PCWA's mandate to meet water demand within its service area. Provisions in existing state and county planning efforts running through 2030 have anticipated what future water supply demands will be under mid-range growth and build-out projections, and have established alternative water supply sources within the Central Valley as well as other combinations of efforts including reduction over time in the amount of MFP water supplied to Sacramento Suburban Water District.

Response A continued on the following pages.

Response A (cont.)
PCWA's legal duties arise in part from the Placer County Water Agency Act, which is found in section 81-1, et seq., of the appendices to the California Water Code. Section 81-4 of that enabling legislation gives PCWA the power "to do **any and every lawful act** necessary in order that sufficient water may be available for any present or future beneficial use or uses of the lands or inhabitants within the agency, including, but not limited, to, irrigation, domestic, fire protection, municipal, commercial, industrial and all other beneficial uses and purposes." (Emphasis added.) Section 81-4.3 gives PCWA the authority to "appropriate and acquire water and...[to] utilize…water for any purpose useful to the agency." Section 81-6 gives PCWA the authority to cooperate and contract with Reclamation with respect to the "construction of works" for "water supply" and other purposes.

PCWA also is subject to the Urban Water Management Planning Act (Water Code, Section 10610 et seq.) as amended in 2001 in response to the Legislature's concern that California's water supply agencies might not be engaged in adequate long-term planning. That Act requires PCWA, as an "urban water supplier," to maintain an "urban water management plan" that must identify existing water supply and demand, and must identify any new water sources required to satisfy demand as projected at least 20 years into the future. The projected 20-year water supply must account for "average, single-dry, and multiple-dry water years."

In predicting 20-year water demands, PCWA, like other urban water agencies, must rely on "data from the state, regional, or local service agency population projections[.]" Thus, to the extent that Placer County and its incorporated cities (e.g., Roseville, Rocklin, Lincoln, Auburn, and Loomis) anticipate large population increases in their adopted general plans, PCWA is required to identify water sources necessary to serve such planned development, and is not in a position to refuse to comply with that legal obligation as a means of reducing the "growth-inducing" effects of obtaining new water supplies.

The Draft EIS/EIR provides a summary of PCWA's estimated future water supply needs (pages 1-5 to 1-7) as determined by the Placer County Water Agency Surface Water Supply Update for Western Placer County (PCWA 2001). The Surface Water Supply Update contains an evaluation of the build-out demands under the existing General Plans of the Cities and the County within its present service area, based on a mid-range estimate of probable growth rates (PCWA 2001). The existing General Plans permit development as indicated by the plans, without further evaluation. The Surface Water Supply Update indicates that the build-out demands that that are documented in those plans extend to 2030 and require an additional 70,000 AF of water to be supplied by PCWA.

The water demand projections utilized in the Draft EIS/EIR have been prepared based upon data from several sources, including City and County General Plans, as described on pages 3-30 and 3-31. Table 3.4-2 in the Draft EIS/EIR shows incremental projected water demands up to the year 2020. The projections assume PCWA's continued implementation and support for water use efficiency measures, as stated on page 1-6 of the Draft EIS/EIR.

Surface water projections through 2030 indicate an increased water supply demand throughout the service area. This is consistent with PCWA's Surface Water Supply Update report, which shows PCWA's long-term need for the construction of new diversion, treatment, transmission and distribution infrastructure facilities, from both the American and Sacramento Rivers, of equal capacity to PCWA's existing water supply entitlements in order to meet the future demands of Placer County. Ultimately, the size of these facilities may be smaller in their final phases as PCWA moves forward with planned conservation and water use efficiency measures and others move forward with planned reclamation projects. However, nothing except a building moratorium in Placer County will allay the need to construct the American River Pump Station now.

It is unlikely that a precedent will be set allowing further construction of larger pump stations along the Middle Fork of the American River in the future, because this would require an increase in PCWA's overall water entitlements from a river whose water is already in high demand and highly regulated. Any future request for an increase in water rights allocations or alterations to annual use patterns from existing sources would require extensive and long-term adjudication affecting a multitude of numerous

planning policies and regulatory actions. This would include new water rights permits, which would be opposed by downstream users, Reclamation, the Water Forum and other environmental groups.

Response B
Please refer to Master Response 3.1.5, Project Area River Restoration.

Response C
Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-22

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	JAMES KELLER
ADDRESS:	4646 BURT LANE
CITY/STATE/ZIP:	AUBURN CA 95602
BUSINESS AND/OR HOME PHONE/FAX:	530 886 8577
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A The plan for the pump station and re-watering of the river is great, however I feel the loss of the Auburn to Cool trail is a major flaw in the over all plan.

As you saw from the turn out at the meeting, this trail is very important to the hundreds of hikers, biker, and horse back riders who use it. The closure will have an impact on the other trails in the canyon, and it will have a financial impact on the Main Street Grill in Cool, who caters to all the people who are hungry and thirsty after riding that great trail.

Please consider a crossing so we can continue to enjoy this trail.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ ***Please check here if you would like to be on the project mailing list.***

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-23

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources Inc.
2031 Howe Ave
Sacramento, CA 95825

To Whom It May Concern:

A PLEASE reconsider the decision to eliminate precious trail resources in the Coffer Dam area. Recreational use of this area would be irreparably damaged by the proposed plan. As you have no doubt been advised, there is heavy use of this section of trail by hikers, bicyclists, and equestrians. Please include a plan and resources for creation of a bridge to circumvent the area of closure.

Sincerely,

Pat Farmer
1300 E. Barcus Way
Fortuna, CA 95540

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-24

Kenneth Prager
6107 Teague Lane
Granite Bay, CA 95746
916-791-8525

October 24, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Ave. Suite 110
Sacramento, CA 95825

Dear Sirs:

A

I am elated about the closing of the tunnel at the Auburn dam construction site and the eventual return of this area to its original state. However, I am concerned about the loss of the Auburn to Cool trail as a result of this closing.

The Auburn to Cool trail provides the only safe route for mountain bicyclists to travel between the 2 towns. The only other route requires riding on Highway 49—a route that has no shoulders and high traffic speeds.

I realize that the cost of a bridge would be large but believe that a better lower cost alternative exists. The better alternative would be a new trail that goes from the dam overlook to either Highway 49 at the river or Mt. Quarries bridge and then up to Cool.

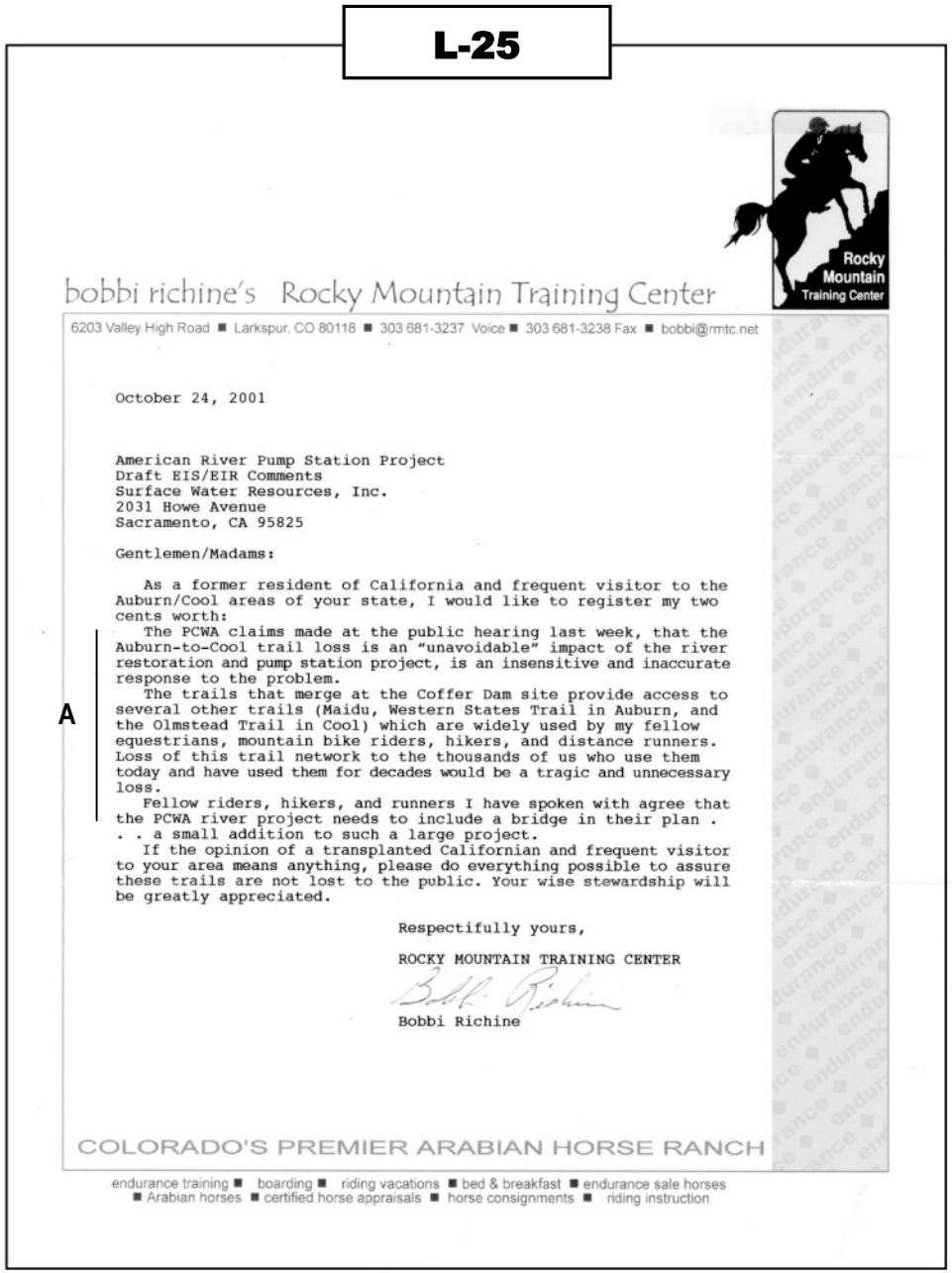
I hope that mitigation for closing the existing trail would include all or partial funding for such a trail.

Sincerely,

Kenneth Prager

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-25



bobbi richine's Rocky Mountain Training Center

Rocky Mountain Training Center

6203 Valley High Road ■ Larkspur, CO 80118 ■ 303 681-3237 Voice ■ 303 681-3238 Fax ■ bobbi@rmtc.net

October 24, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue
Sacramento, CA 95825

Gentlemen/Madams:

As a former resident of California and frequent visitor to the Auburn/Cool areas of your state, I would like to register my two cents worth:

The PCWA claims made at the public hearing last week, that the Auburn-to-Cool trail loss is an "unavoidable" impact of the river restoration and pump station project, is an insensitive and inaccurate response to the problem.

The trails that merge at the Coffer Dam site provide access to several other trails (Maidu, Western States Trail in Auburn, and the Olmstead Trail in Cool) which are widely used by my fellow equestrians, mountain bike riders, hikers, and distance runners. Loss of this trail network to the thousands of us who use them today and have used them for decades would be a tragic and unnecessary loss.

Fellow riders, hikers, and runners I have spoken with agree that the PCWA river project needs to include a bridge in their plan . . . a small addition to such a large project.

If the opinion of a transplanted Californian and frequent visitor to your area means anything, please do everything possible to assure these trails are not lost to the public. Your wise stewardship will be greatly appreciated.

Respectfully yours,

ROCKY MOUNTAIN TRAINING CENTER

Bobbi Richine

COLORADO'S PREMIER ARABIAN HORSE RANCH

endurance training ■ boarding ■ riding vacations ■ bed & breakfast ■ endurance sale horses ■ Arabian horses ■ certified horse appraisals ■ horse consignments ■ riding instruction

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-26

RECEIVED OCT 2 9 2001

Leonard and Heather Davis
2365 Shirland Park Place
Auburn, CA 95603
(530) 889-8808

TO	DATE	INFO.	ACTION
GNL. MGR.			
DIRECTORS			
ATTORNEY			
BRD. CLERK			
PLANNING ADM.			
DEPT. HEADS			
MGT. TEAM			
CUST. SERV. DIR.			
FIELD SERV. DIR.			
FINANCE DIR.			
H.R. DIR.			
PWR. SYS. MGR.			
STG. AFF. DIR.			
TECH. SERV. DIR.			
Brent Smith	10/30		

October 25, 2001

Placer County Water Agency
P. O. Box 6570
Auburn, CA 95604

Dear Gentlepersons:

RE: American River Pumping Station Closure

My husband and I oppose the American River Pumping Station Closure project as it now stands.

We have no objection to the installation of a permanent pumping station in the canyon. We do however most strenuously loss of the trail to Cool that would occur if the diversion tunnel were closed.

A Closure of the tunnel would benefit one group only – the river rafters. Hikers, bikers and equestrians would lose a most valuable trail. The trail as it now exists is especially valuable because it provides a connection to a series of loops on the Cool side of the canyon.

There surely is a way that we can all use and share the canyon and the trail system that exists.

A bridge is a possibility; perhaps a graded bar could be put in and repaired on a yearly basis. And perhaps the tunnel could stay as it is. What about portaging around the tunnel? It's not very far. Who has the money to close the tunnel? Is this good use of our money?

Once again, whatever happens in the river canyon, we must find a way to provide access to the Cool side of the canyon.

Yours sincerely,
Leonard + Heather Davis

Leonard and Heather Davis

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail and Master Response 3.1.4, Auburn Dam Construction Bypass Tunnel.

L-27

Rancho Milagro

Paso Fino Horses

P.O. Box 1803 Shingle Springs, CA 95682
(530) 676-1245

October 25, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue
Sacramento, CA 95825

To Whom It May Concern:

A

It has come to our attention that the PCWA plan for the American River Pump Station Project as currently outlined results in the loss of the Auburn-to-Cool trail. This is of great concern to us.

This trail is used by thousands of outdoor enthusiasts. The Coffer Dam site is one of the few places where several trails merge and provide access to other trail systems. Loss of this trail would negatively impact cyclists, hikers, joggers and equestrians. These trail users would then be forced to use other seriously dangerous alternatives.

It is our belief that loss of this trail is significant and avoidable. Construction of a bridge to allow continued access to these trails, as well as dirt trails along paved roads would result in the successful completion of the project as well as continued availability to trail users.

We are asking PCWA to support the community and not take away the use of these precious and beautiful canyon trails. They are literally used by people from around the world as they train for several world class local events, and would be a huge loss to the community.

Thank you for your respectful consideration.

Sincerely,

Bruce and Dana Baldwin

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-28

EL DORADO COUNTY TAXPAYERS FOR
Quality Growth

POST OFFICE BOX 94 • GREENWOOD, CALIFORNIA 95635 • TELEPHONE 530/823-1662
FACSIMILE 530-823-3137

October 25, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue
Sacramento, CA 95825

RE: Disclosed impacts and other unknown impacts: We request that these analyses be included in the EIS/EIR being conducted by the Bureau of Reclamation (BOR) and the Placer County Water Agency (PCWA)

Dear PCWA and BOR staff:

A Asbestos is mentioned as a possible significant impact, yet the document only states that the Placer County Air Pollution Agency is the agency that "will" investigate air pollution for this project. El Dorado County is a adjacent County that has its own Asbestos Rules and regulations that are not mentioned in reference to the methods used to mitigate the potential impacts of Asbestos as well as those applicable rules of the CA Air Resources Board. It is our comment that the that these Rules must be included during the construction and included in the final vegetation plan.

B We also comment that onsite air pollution monitoring equipment be placed at locations throughout the site(both in the canyon and on the upper rims of the project construction site). This equipment will be monitored daily and the results recorded so that a true onsite evaluation will be available to access the mitigation measures that are intended to control air pollution impacts caused as a result of ongoing activities at the construction site. If the daily testing depicts a low level of impacts then, the testing should be changed to a weekly schedule.

C The draft documents do not include the cumulative impacts from the project (mixing of PM and other toxic discharges from equipment) and the windblown pollutants imported from

1

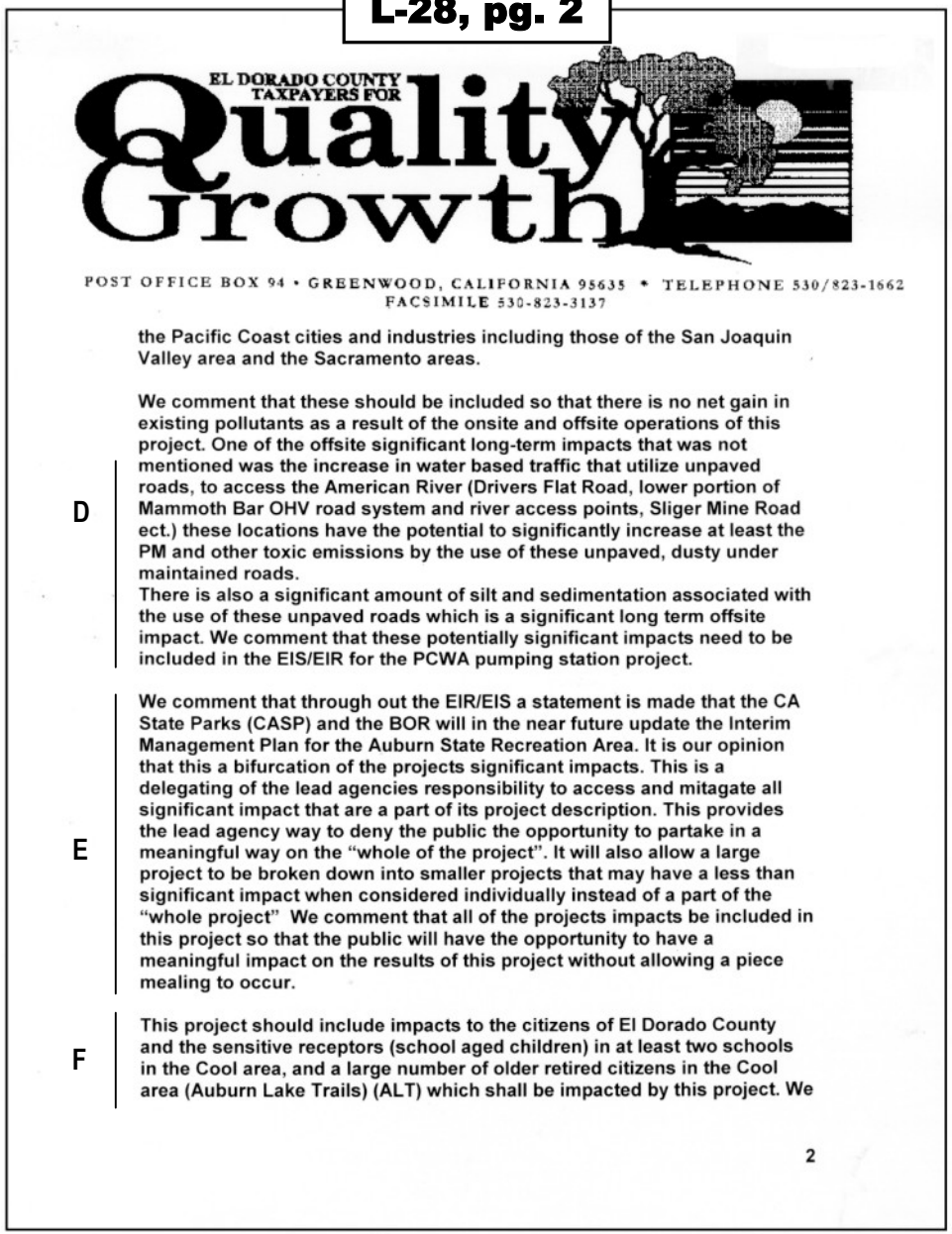
A. El Dorado County APCD was consulted during preparation of the Draft EIS/EIR (page 3-298); however, the air quality impact analysis focused on potential effects on sensitive receptors. No sensitive receptors were identified in El Dorado County within ½ mile of the project site so the analysis focused on sensitive receptors identified within Placer County. Please refer to Response L-8.A. Please refer to Response L-8.C regarding the Proposed Project's compliance within the referenced asbestos rules. Establishment of a vegetative cover is one option for post-construction stabilization of disturbed areas and will be employed as determined appropriate at the project site. Please also refer to Master Response 3.1.5, Project Area River Restoration.

B. Air quality monitoring and inspections are included in the Mitigation Plan (Final EIS/EIR, Appendix D), as required by Placer and El Dorado county APCDs.

C. With the exception of NO_x emissions during construction, the Proposed Project would not generate air pollutant emission levels in excess of the local APCD significance thresholds. As such, the Proposed Project's incremental contribution to the cumulative impacts would be considered less-than-significant for ROG and PM_{10}.

As discussed in the Draft EIS/EIR (page 3-307), the lead agencies acknowledge that the Proposed Project would result in a potentially considerable contribution to the cumulative NO_x emissions condition. As part of the air emissions control efforts, Reclamation's construction contractor would implement all feasible NO_x emission reduction measures. These measures would be implemented in consultation with Placer APCD and El Dorado APCD.

L-28, pg. 2



EL DORADO COUNTY TAXPAYERS FOR Quality Growth

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FACSIMILE 530-823-3137

the Pacific Coast cities and industries including those of the San Joaquin Valley area and the Sacramento areas.

We comment that these should be included so that there is no net gain in existing pollutants as a result of the onsite and offsite operations of this project. One of the offsite significant long-term impacts that was not mentioned was the increase in water based traffic that utilize unpaved roads, to access the American River (Drivers Flat Road, lower portion of Mammoth Bar OHV road system and river access points, Sliger Mine Road ect.) these locations have the potential to significantly increase at least the PM and other toxic emissions by the use of these unpaved, dusty under maintained roads.
There is also a significant amount of silt and sedimentation associated with the use of these unpaved roads which is a significant long term offsite impact. We comment that these potentially significant impacts need to be included in the EIS/EIR for the PCWA pumping station project.

D

We comment that through out the EIR/EIS a statement is made that the CA State Parks (CASP) and the BOR will in the near future update the Interim Management Plan for the Auburn State Recreation Area. It is our opinion that this a bifurcation of the projects significant impacts. This is a delegating of the lead agencies responsibility to access and mitagate all significant impact that are a part of its project description. This provides the lead agency way to deny the public the opportunity to partake in a meaningful way on the "whole of the project". It will also allow a large project to be broken down into smaller projects that may have a less than significant impact when considered individually instead of a part of the "whole project" We comment that all of the projects impacts be included in this project so that the public will have the opportunity to have a meaningful impact on the results of this project without allowing a piece mealing to occur.

E

This project should include impacts to the citizens of El Dorado County and the sensitive receptors (school aged children) in at least two schools in the Cool area, and a large number of older retired citizens in the Cool area (Auburn Lake Trails) (ALT) which shall be impacted by this project. We

F

2

D. Reclamation and CDPR will evaluate the long-term impacts associated with future changes to facilities throughout the Auburn SRA. The Proposed Project would not be expected to affect use at locations identified by the commenter, other than providing an alternative river access location.

E. As noted in the Draft EIS/EIR and in Master Response 3.1.6, Public River Access Features, the proposed public river access features were incorporated into the Proposed Project as a short-term interim solution to mitigate potential public health and safety impacts created by closing the Auburn Dam construction bypass tunnel and rewatering the North Fork American River channel near Auburn. The incorporation of these features is within the lead agencies' discretion over Proposed Project elements. The development of these features as part of the Proposed Project does not affect future decision making relevant to other activities within the Auburn SRA or at the project site. Reclamation and CDPR have plans to initiate their comprehensive planning studies, including public involvement activities, for the entire Auburn SRA in 2002.

F. The El Dorado County Air Pollution Control District (APCD) recommends evaluating sensitive receptors located within a 1,000-foot radius of project construction activity. Placer County APCD recommends consideration of sensitive receptors within one-quarter mile (1,320 feet).

The Draft EIS/EIR considers the potential for air quality impacts upon receptors within one-half mile of the proposed construction activity, and therefore encompasses a larger region and provides a more conservative evaluation of potential project impacts than required by the El Dorado County APCD or the Placer County APCD. The community of Cool is located over 2 miles east of the proposed project area, and therefore residents and schools within the community do not fall within the sensitive receptor study area, as recommended by these agencies.

L-28, pg. 3

EL DORADO COUNTY TAXPAYERS FOR
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G further request and comment that the air pollution station located in Cool (ALT) CA be upgraded to detect a full range of air borne pollutants including PM. This will provide residents on both side of the project the opportunity to access the impacts along with the regulatory agencies.

Recreation impacts to trails and trail crossing above and below the proposed project site have not totally been included in this project's EIR/EIS.
The sites that we have a initial concern are the Tevis crossing located at Poverty Bar. This crossing as well as others is used year round and will be impacted by additional flow releases needed to supply PCWA Pumping Station. Other sites located above the project site is the crossing at Sliger Mine, Fords Bar, Cock Robin Point Trail below San Ramon Hill.

H Below the project site is a river crossing used just below Cardiac Hill near Oregon Bar. These trail river crossings have been in use for generations, yet have not been mentioned in the EIS/EIR. We comment and request that a analysis be done on these and any other crossings which may be impacted by the additional release of water needed to supply the PCWA project.
Some of these if not all may be subject to Federal Law RS 2477. We comment and request that a analysis be included as to the standing of these trails.

I We comment that the County of El Dorado has trail plan that is not referred to in the EIR/EIS. This trail plan and the El Dorado County General Plan rely on some of these trails for the recreational requirements for the residents and guests of El Dorado County yet the only mention of a General Plan is on Air Pollution and Noise. We request and comment that a through review be preformed of the afore mentioned plans for the potential impacts that may arise from the lack of any mitigations for impacts which may occur as a result of this project.

J We comment that he PCWA claims that the Auburn-to-Cool Trail (Coffer Dam) loss is a significant but unavoidable impact of the river restoration and pump station project. We comment that the PCWA and the BOR need

3

G. CARB installed the Cool monitoring station to measure ozone levels in El Dorado County based on the results of a 1990 Sacramento Air Quality Field Study that indicated the potential for high ozone levels near Cool. The need for PM_{10} monitoring at Cool was not identified in this study or since then. CARB has no plans to upgrade the station as it finds existing monitoring locations are better-suited for capturing high PM levels and that the Cool site would not substantially improve their data or planning efforts. It is outside the responsibilities of the lead agencies to pursue such action.

H. It is recognized that people cross the river in many locations throughout the Auburn SRA. CDPR does not officially designate the locations cited in the comment letter as official trail crossings of the river and does not maintain any specific goals or objectives for the use or management of use in those areas that differ from other areas in the Auburn SRA. CDPR is committed to providing the public with information about the inherent dangers associated with river recreation of all types, including swimming, boating, and river crossings, while also providing access and opportunities for the public to enjoy the river in a safe manner. CDPR does not recommend, condone, or prohibit individuals' attempts to cross the river at these locations; however, crossing the river is done at one's own risk. The referenced federal law RS 2477 is not known to apply to the crossings identified in the comment letter. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail, for more information regarding tail access and possible river crossings.

CDPR finds that there are sufficient trail miles and access locations for the public to enjoy the North and Middle forks of the American River without crossing. Sliger Mine and Cock Robin Point are accessible by roads or trails on either side of the Middle Fork. The Western States Trail crossing at Poverty Bar may be considered easier to ford that other locations; however, as indicated previously, CDPR does not consider this an official river crossing location. It is recognized that river flows are regulated at the Oxbow Powerhouse to permit crossing in this location during specially-permitted annual trail events. Maximum increase in releases from Oxbow would be 100 cfs during summer when flows would generally be otherwise low. The project would not result in increased flows below the pump station.

Response I

The El Dorado County General Plan lists non-motorized transportation systems as one of six closely related components that play a vital role in the County's attempt to achieve a balanced and sustainable transportation system. Goal 3.11 of the plan seeks to "develop and implement a comprehensive bikeway, hiking, and equestrian trails plan that maximizes the opportunities for non-motorized transportation and meets the recreation and local community needs of El Dorado County residents." The El Dorado County Trails Master Plan includes goals, policies, and implementation strategies to guide trail development and maintenance throughout the County. The Master Plan does not identify detailed trail alignments but has objectives and policies related to the goals of creating a network of trails to serve multiple users and provide inter-connections throughout the county.

The Placer County General Plan states that one of its recreational goals is "To develop a system of interconnected hiking, riding, and bicycling trails and paths suitable for active recreation and transportation and circulation." Multi-purpose trails also are linked to Goal 3.D, "To provide a safe, comprehensive, and integrated system of facilities for non-motorized transportation."

The City of Auburn distinguishes between independent trails and pedestrian/cyclist trails in its 1994 General Plan. The plan recognizes three trail types for Pedestrian/Cyclist trails. One of these, a "route," uses existing roadway and is not designated as a separate facility. It is signed for user information as well as to inform the driving public that the road is a designated route for non-motorized transportation.

Neither the El Dorado County General Plan, the El Dorado County Trails Master plan, Placer County General Plan, nor the City of Auburn General Plan specifically refer to the Auburn-to-Cool Trail or its use designation within the project study area or elsewhere.

The general plan goals and policies information related to trails is included in the Final EIS/EIR, Chapter 3.0, Section 3.8.2.2, Applicable Laws, Ordinances, Regulations. This information does not alter the conclusions presented in the Draft EIR/EIS.

L-28, pg. 4

EL DORADO COUNTY TAXPAYERS FOR Quality Growth

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FACSIMILE 530-823-3137

J (cont)

to include the construction of a bridge spanning the American River in their plan. We further comment that there is a need to leave a dirt trail along side the roads with adequate construction standards to protect the recreational users that require dirt trails. We comment that these trails must have a sufficient buffer distance from the paved roadways for safety. (See El Dorado County Trails Plan for example)

The Coffer Dam site is one of the few places where several trails merge and provide access to other trail systems (the Western States Trail in Auburn, the Olmstead Trail in Cool, and the Maidu and Folsom area trails). Most people feel that if the PCWA river project doesn't include a bridge in their plan now that it will never happen and we will lose the Coffer Dam area trails, three of our best training hills, and a major trail system connection FOREVER.

We comment that to not include at this time any decisions which will be made in the foreseeable future to CASP and or BOR would be a bifurcation of the project. (Please see our previous comments on bifurcation i/e Piece Mealing of a project.) The loss of this trail and the other afore mentioned trails/crossings would be inconsistent with the El Dorado County General Plan and the El Dorado County Trails Plan.

Several thousand hikers, outdoor enthusiasts, equestrians, mountain bikers, and runners use these trails annually. If the Auburn-to-Cool Trail is closed, the treacherous canyon trail to 'No-Hands Bridge' (Western States Trail) will become overcrowded - presenting a seriously dangerous situation. The interdiction of water based recreational users as a direct result/impact of the PCWA project will cause a conflict with existing user groups.

We comment that conflicts with other prior/existing groups will need to be resolved. We here by request that this conflict be mitigated through the inclusion of a bridge to replace the trail at the Coffer Dam. This trail was not designed to handle the kind of traffic that the Coffer Dam trails can. The trails are narrow and the drop-offs are steep, rocky, and several hundred feet high. People and horses will be at a much greater risk for potentially

4

J. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-28, pg. 5

EL DORADO COUNTY TAXPAYERS FOR
Quality Growth

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FACSIMILE 530-823-3137

deadly accidents involving collisions and falls.

J (cont) The Auburn-to-Cool Trail loss is not just a trail, but also a merging of 3 canyon hills where athletes have been training for years. Runners and equestrians will no longer have these hills for training for the world famous 100 mile Western States run, the 100 mile Tevis endurance race, and other events. Auburn is proud to host the finish lines of both of these and other prestigious races. We comment that there has not been any analysis as to the economics losses that will occur as a result of these trail impacts now and into the future. We comment and request that this analysis be included in the FEIR.

Mountain biking access to the American River Canyon below Auburn is already limited. In fact, the Auburn-to-Cool trail is the only access they have to the trails in Cool from Auburn. It is not fair to take their only access route away from them. The canyon represents many user groups that include water use AND land use. The PCWA project needs to support canyon user groups and recognize the value of keeping the canyon access available.

K Currently a volunteer mounted unit patrols the Coffer Dam area. Equestrians will no longer have access to the area as the PCWA plan includes paved roads on the Auburn side and piled river rock from the excavation on the Cool side. Who is willing to take on the expense and responsibility for patrolling this area when it becomes not so horse friendly? We comment that the inclusion of a bridge into project will provide the ability a safety and enforcement element in the case of a medical emergency in this section of the canyon.

L We comment that the potentially significant impacts associated with the loss of the wildlife corridor/corridors between El Dorado and Placer Counties for the movement of wildlife through the Cofferdam area, including upstream and downstream areas has not been adequately analyzed. The higher river flows that are mentioned as a requirement for the PCWA/Georgetown Divide Public Utility District (GDPUD0 diversions must be include in the analyses. These analyses must include the

M

5

K. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L. Please refer to Master Response 3.1.12, Project Area Wildlife.

M. The Draft EIS/EIR includes a qualitative assessment of the potential impacts associated with future increases in water supply diversions from the American River at the project site, including consideration of higher releases from Ralston Afterbay that may affect the Middle Fork American River. Evaluation of the Proposed Project assumes diversion of up to 100 cfs for use by PCWA. The cumulative analysis including an assumed increased diversion of up to 225 cfs to meet future demands from PCWA (100 cfs) and GDPUD (25 cfs). At this time however, it is unknown whether either PCWA or GDPUD would obtain additional future water supplies from the American River pump station location. Future environmental documentation to evaluate specific project impacts would be required prior to initiation of a pump station expansion project.

L-28, pg. 6

EL DORADO COUNTY TAXPAYERS FOR Quality Growth

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M (cont) maximum amount of water which may be added to the American River flows to satisfy the possible future diversions of both the PCWA and GDPUD. There is a migratory bird refuge site located just below the project site.

N Members of our group have observed this site including the migrating bird wildlife. We request that these analyses be included in the EIS/EIR being conducted by the Bureau of Reclamation and the Placer County Water Agency

K (Repeat) Most people want to share in the joy and celebration of opening the river back to its natural course. We are asking PCWA and the BOR, to do the right thing and not take away the use of precious and beautiful canyon trails from our community. This can be achieved by building a bridge - a small price to pay when compared to the overall $31 million project budget. A small price to pay compared to the permanent loss of trails that thousands of people have been using for years.

We comment that there may be the opportunity to alter slightly the location of the a bridge crossing to replace the present crossing at the site of the present trail crossing at the site of the destroyed coffer dam. We comment that if the site upstream of the present site would be able to connect with a trail access to the Knickerbocker Trail and possibly allow for a resumption of trail use at a earlier time and provide for significant economic savings. We comment and request that a committee of trail users, BOR, PCWA and CASP to investigate these alternatives. The afore mentioned down stream crossing also may be another alternative crossing opportunity with the same economic, visual and social benefits.

Thank you for this opportunity to provide written comments, please include the comments that have previously submitted by our representative Mr. Steven Proe including oral comments that were transcribed at the PCWA Public Hearing on Oct 11, 2001. If you have any questions on any of the comments or if our representative can be of further assistance on this project please do not hesitate to contact him. Contact by phone is 530-823-

6

N. The lead agencies are unaware of any officially designated or protected migratory bird refuge along the North Fork American River in the project study area. There is a sign along Auburn-Folsom Road in the City of Auburn that is believed to be a promotional statement for the city, and not a reference to a specific designated refuge area. Anderson Island Natural Preserve, located within the Folsom Lake State Recreation Area is a designated State Natural Preserve. Herons and egrets have been known to roost on Anderson Island (which at some lake levels is a peninsula). However, Anderson Island is located downstream of Rattlesnake Bar on the North Fork arm of Folsom Lake, well below the project area.

L-28, pg. 7



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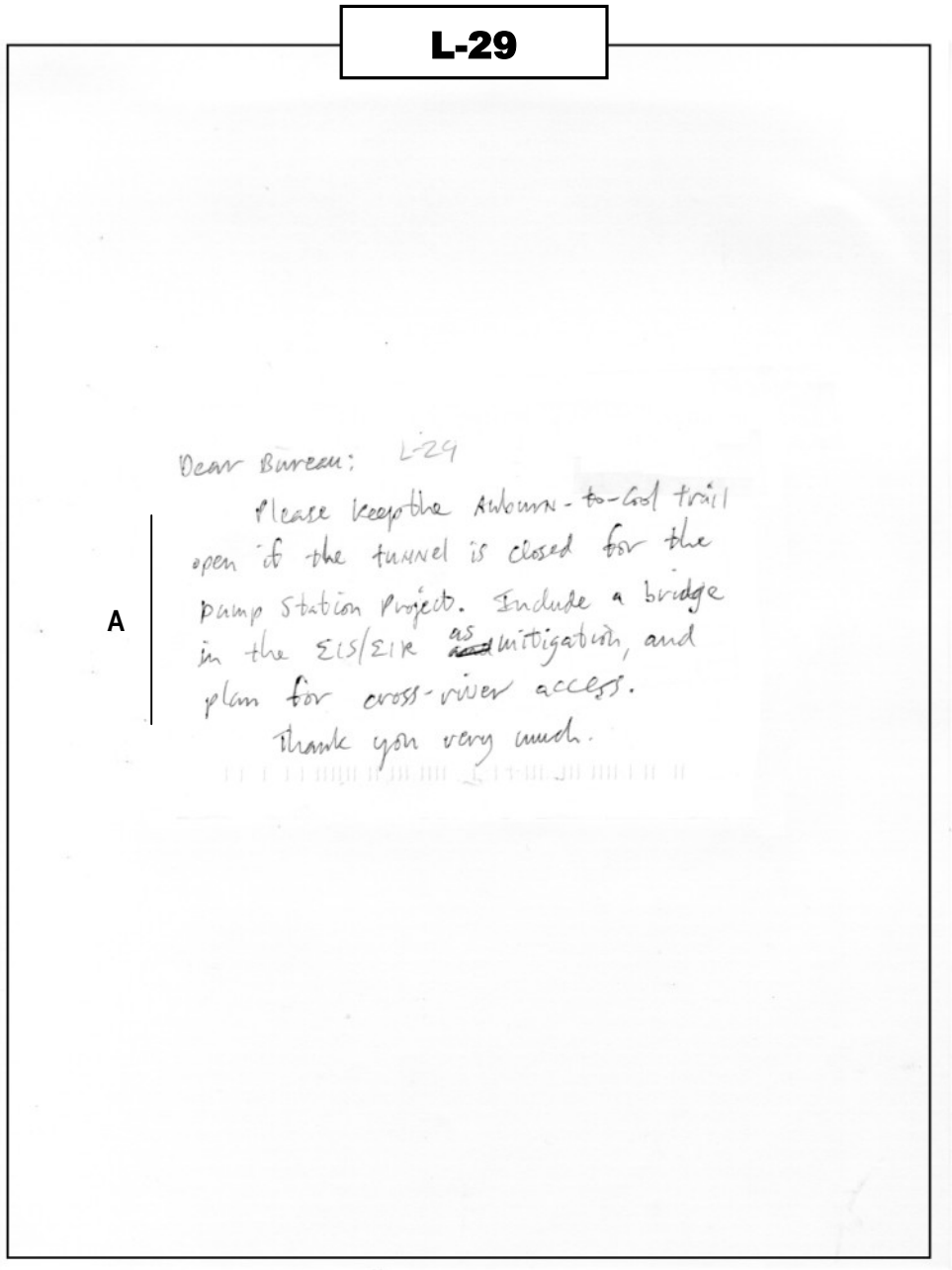
FACSIMILE 530-823-3137

1662, fax 530-823-3137, E-Mail trails@aaahawk.com at P.O. Box #94,
Greenwood, CA 95635

Thank You

Steven Proe, Secretary
El Dorado County Taxpayers
For Quality Growth

7



A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-30

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Barbara Jicha
ADDRESS:	125 Del Monte Way
CITY/STATE/ZIP:	Auburn, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	(530) 823-1034
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A I favor the American River Pump Station Project as proposed. The installment of a permanent PCWA pump station on the American River is long overdue. The pump station should be located in the area originally proposed by PCWA which would entail closure of the diversion tunnel, as this is the most efficient location for pumping PCWA's entitled water out of the River.

B I would like to see a bridge constructed to maintain access from Auburn to the Cool Trail. This issue is secondary to the primary issue of fulfilling the government's commitment to PCWA to provide a permanent pump station facility.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☑ ***Please check here if you would like to be on the project mailing list.***

A. Project support noted.

B. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-31

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	William Gore
ADDRESS:	PO Box 8088
CITY/STATE/ZIP:	Auburn, Ca. 95603
BUSINESS AND/OR HOME PHONE/FAX:	(530) 273-2899
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

I feel that before any changes are made to the current course of the river that:

A 1) The current recreational activities in the canyon be taken into consideration. (Hikers, Runners, Bikers, Horse Riders)

2) Some type of bridge be in place before our trails are cut off. A bridge near the site that is now being used to cross the river.

B I feel that leaving the river as it is would be the best for the majority of the public.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
■ ***Please check here if you would like to be on the project mailing list.***

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

B. Leaving the river "as is" would not meet the objectives of the lead or responsible agencies. Please refer to Master Response 3.1.4, Auburn Dam Construction Bypass Tunnel.

L-32

3921 Dawn Drive
Loomis, CA 95650
October 26, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

Ladies and Gentlemen:

A The most gratifying and important aspect of the American River Pump Station Project is the restoration of the American River to its natural channel AND the PERMANENT, irreversible closing of the tunnel. If the restoration were all that happened, I'd be satisfied.

B However, I am concerned about two "negative" impacts that will occur with the construction of the pumps. One negative impact deals with the need to justify the pumps because of the increase in Placer County's population and subsequent water needs. Which comes first? Without the pumps, wouldn't we have little or no population increases? (I'd vote for that rather than what we currently have on the books with regard to Placer County's horrendous sprawl over the next twenty years.)

When the growth exceeds the pumps capacity to serve the area, will more pumps be built? Will the flows of the American River be reduced? Or will precious ground water be tapped? I urge more study regarding the serious negative long-range impacts of any pump stations.

C The other negative impact is the visual blight that the pumps will be to the river (especially if it is restored, replanted, and returned to its natural appearance). No pumps should be visible if the river is truly "restored."

Pump station or not, I urge you to proceed with the restoration of the natural channel and keep this aspect of the project as the highest priority.

Sincerely,

Marilyn Jasper

Marilyn Jasper

A. Project support noted.

B. Please refer to Response L-21.A.

C. Visually the project study area is considered substantially degraded when compared to the appearance of river reaches upstream and downstream of the Auburn Dam construction area. Although the Proposed Project features would be visible to recreationists at the canyon floor, along portions of the recreation trails, and at glimpses from homes adjacent to the ridge top in Auburn, the overall influence of the Proposed Project upon the study area viewshed would be considered beneficial due to restoration of river flows to the channel. The appearance of the river channel would be enhanced by creation of features that are found in natural streams, such as pools, riffles, and variations in the channel cross section. The design process for the river restoration element includes reference to photographs and other historic information (prior to Auburn Dam) to aid in the hydraulic and visual re-connection of the currently dewatered segment with upstream and downstream reaches of the river. Additionally, the design of other project elements, such as tunnel closure, river access facilities, and pump station housing, would be such that the project features blend with the surrounding area and do not introduce other sources of glare or other visual distractions. The pump house would be constructed of a neutral tone split-face block. River access features would be minimal and "rustic," similar to those at other locations within the Auburn SRA.

L-33

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	IRV Mazur
ADDRESS:	26889 Table Meadow Rd.
CITY/STATE/ZIP:	Auburn, Ca 95602
BUSINESS AND/OR HOME PHONE/FAX:	530-269-3018 / FAX 269-3017
ORGANIZATION (IF APPLICABLE):	Gold Country Trails Council

COMMENTS:

My wife & I moved here from the bay area w. 4 our (3) Three horses primarily because of the extensive Trails systems in Placer & Nevada County's. If the Coffer dam Trails are lost, The "Best Trail" in the entire area will be lost!! Horse people in general spend a lot of money on our animals & feed Trailors & Trucks, Gasoline, Insurance etc. If this & other trails are taken from us, I'm sure that there are other states in these United States that would want our money & support.

Please make the Coffer Dam trail available to us!!

Thank you

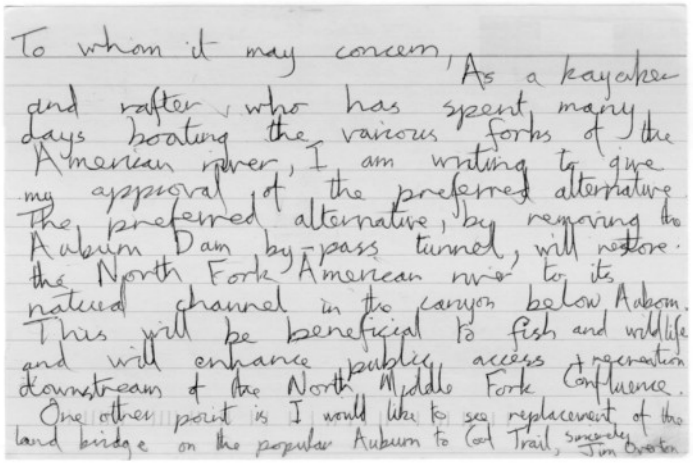
Sincerely,

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☑ ***Please check here if you would like to be on the project mailing list.***

A

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-34



To whom it may concern, As a kayaker and rafter who has spent many days boating the various forks of the American river, I am writing to give my approval of the preferred alternative. The preferred alternative, by removing the Auburn Dam by-pass tunnel, will restore the North Fork American river to its natural channel in the canyon below Auburn. This will be beneficial to fish and wildlife and will enhance public access & recreation downstream of the North Middle Fork Confluence.

One other point is I would like to see replacement of the land bridge on the popular Auburn to Cool Trail,

Sincerely
Jim Overton

Jim Overton
8903 NE 144th Pl
Bothell, WA 98011-5140

N.W.F.

L-34

American River Pump Station Project,
Draft EIS/EIR Comments,
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento CA 95825.

95825+1927

A. Project support noted.

B. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-35

28 October 2001

American River Pump Station Project
Surface Water Resources, Inc.
2031 How Avenue
Sacramento, CA 95825

Ref: Draft EIS/EIR Comments

I understand that current plans for the river restoration and pump station project do not include preservation of the Auburn-to-Cool trail. I also understand that a simple bridge could solve the problem. I strongly oppose any plan that does not include preserving access to this multi-use recreational asset for several reasons.

A

1. TRAIL NETWORK. The Coffer Dam site is an intersection for connecting several major regional trails (Western States trail, Olmstead trail, and Maidu trail). Eliminating access to these trails forfeits a significant recreational opportunity that cannot be duplicated elsewhere.
2. USER SAFETY. These trails are multi-use assets for hikers, equestrians, runners, etc. Diverting all these users to the remaining narrower trails will create overcrowding and dangerous conditions for everyone.
3. TRAINING SITES. The canyons and hills along these trails have been established as training grounds for international caliber athletes and equestrians. Major competitive events have traditionally trained and competed on these trails.
4. COOL ACCESS. Mountain bikers have only the Auburn-to-Cool trail for accessing the Cool area trails.
5. VOLUNTEER PATROL. The mounted unit that currently patrols the Coffer Dam area will no longer have access to horse friendly trails. Paved roads and piled river rock will discourage community service and degrade safety and usability of the recreational areas.

In summary, I wish to emphasize that I am in favor of preserving and restoring the river. I am equally in favor of preserving and restoring the recreational opportunities in the area. One does not have to be sacrificed for the other.

The PCWA project needs to support all canyon user groups. It also needs to recognize the economic value of retaining attractive recreational and athletic competitions in the region.

Lucy Badenhoop

Lucy Badenhoop

7728 Bellingrath Drive
Elverta, CA 95626
(916) 991-7040

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-36

16983 Grovenor Drive
Castro Valley, CA 94546
October 28, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue
Sacramento, CA 95825

To Whom It May Concern:

A I am writing to decry the loss of the trail from Auburn to Cool because of your river restoration and pump station project. What a sad thing it would be to lose this beautiful, historic, and much-used trail! And it doesn't have to happen! It seems that the easy solution is to build a bridge at the appropriate crossing place and build a dirt trail alongside the road. I'm sure that with a little good-will advertising you could get members of the hiking/biking/riding public to help with the construction. Now is the time to do it!

Sincerely,

William L. Coburn

William L. Coburn

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-37

Oct 29, 2001
120 Awali Ave
Auburn, CA. 95603

Surface Water Resources, Inc.
2031 Howe Ave, Suite 110
Sacramento, CA. 95825

Re: American River Pump Station Project
Draft EIS/EIR Comments

The issues involved with construction of the Pump Station and restoration of the riverbed are sufficiently covered. However, the EIS does not sufficiently cover the environmental impacts that will be generated by the recreation facilities. The proposed Pump Station will essentially replace the original one; and plugging of the river bypass will simply return the river to its original course. **But the construction of parking areas, roads, trails and related facilities for recreational use are new features.**

The public health and safety aspects related to these facilities have not been addressed, except to acknowledge that these issues would be incorporated in a future Auburn State Recreation Area plan. **How can this EIS be considered adequate, when it leaves the effect of these facilities to be determined at a future date ?? This should be done prior to construction – not afterwards !!**

A **The increased fire risk associated with the proposed recreation facilities is the predominate public safety issue;** and it deserves more that the passing remark on page 36 in the EIS Executive Summary. What measures will be taken to prevent or reduce the likelihood of fire in the canyon ? Since these facilities are included in the Pump Station Project, the resulting environmental impacts should also be fully addressed in the EIS.

B Besides the fire risk, some of the other factors that need attention include the effect of traffic through the residential area; type and size of vehicles to be permitted on the access roads; type of use to be allowed on the trails (ie. horseback, motorized bikes, etc.); and more detail on the "afternoon boating" referred to on page 2-25 of the EIS.

C Does this include jet skis, motor boats and water skiing? How will the proposed recreational use affect the water quality in the American River?

D Unless these subjects are covered, the EIS statement on page 36 - that there will be no cumulative impacts to the public health and safety issues - is in error.

Bill G. Grant

Bill G. Grant

Cc; PCWA – Brent Smith
Auburn Fire Safe Council

A. Please refer to Master Response 3.1.9, Fire Management.

B. Please refer to Master Response 3.1.6, Public River Access Features.

C. Increased recreational use in the project area would have minimal impact on water quality since only non-motorized watercraft would be permitted on this stretch of the North Fork American River.

D. Please refer to Responses L-37.A, L-37.B, and L-37.C.

L-38

October 29, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue
Sacramento, CA 95825

For your attention please:

A

I am a resident of El Dorado County. My family, friends, and I and ride our horses on the Cool-to-Auburn trail on a regular basis. We have enjoyed the recreation these trails have to offer from horseback for many years now. We would feel a great loss if were unable to ride to Auburn and use the connecting trails.

If we have to loose the Coffer Dam trail, we ask that there would be an appropriate safe horse-friendly bridge be put there. We must tell you that the sole use of the Western States Trail "no-hands" bridge is not an optional use. This bridge and connecting trails are not safe for horses.

PLEASE help us. We love these trails and do want to have them available to us and our children in the future.

Sincerely,

Bonnie K. Borovich
P.O. Box 114
Garden Valley, CA 95633

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-39



October 30, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Ave.
Sacramento, CA 95825

Gentlemen:

I am writing in regard to the Coffer Dam area trails that are in grave danger of being lost to much-needed recreational uses with the closing of the diversion tunnel on the American River. I am a life-long trail rider and member of the Loomis Basin Horsemen's Assn., the Mother Lode Arabian Horse Assn., and the Gold Country Endurance Riders.

A For equestrians and residents of the Auburn side of the river, access to safe trails that cross the American River and lead to the network of trails in the Cool area is very important. If only one trail remains for hikers, horseback riders, and bicyclists alike, and that trail crosses No Hands Bridge, it will be much too crowded to be safe for all concerned. We would be forced to trailer our horses to Cool along Hwy. 49, which is already clogged with traffic and slow-moving vehicles.

While I am delighted with the prospect of returning the American River to its natural course, I regret that this will inevitably result in the loss of some trails. However, if a bridge across the river were included in your plans, optimal and safe use of this much-used and beloved scenic recreational area will be realized.

Thank you for your consideration.

Sincerely,

Linda Romander

Linda Romander

LINDA L. ROMANDER
9168 King Road
Loomis, CA 95650
916/652-2327

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-40

Barbara Rush
P O Box 748
Newcastle, California 95658

(916) 663-1896

October 30, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue
Sacramento, California 95825

To Whom It May Concern:

This letter is in regard to the impact of the river restoration and pump station project.

A As you are aware, the Auburn area is one of the most highly sought areas in California for hiking, horseback riding and mountain bike riding. The fact that PCWA is even considering not putting in a bridge to allow the continuation of these activities is unthinkable.

I ask that you at least consider the value this bridge will have in the future for all runners, equestrians and mountain bikers alike.

Thank you.

Barbara Rush

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-41

CITY OF AUBURN

1225 Lincoln Way • Auburn, CA 95603 • (530)823-4211 • Fax(530)885-5508

October 30, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

Reference: Draft Environmental Impact Statement/Environmental Impact Report for the American River Pump Station Project, Auburn, California

To Whom It May Concern:

A I am writing on behalf of the Auburn City Council. Because the project is located in close proximity to the City of Auburn, there will be increased public access and recreation activities in the area. The Auburn City Council has concerns about the increased potential and risk for wild land fires in the American River Canyon and the impact on our City. The City Council requests that this issue be reviewed and appropriate mitigation provided.

Please also be advised that City staff is in the process of reviewing the draft EIS/EIR and will comment on other concerns by separate letter.

Sincerely,

Alice Dowdin Singh
Mayor

ADS/PO/mhc
cc: Tom Fossum, Director of Public Works
Howard Leal, Fire Chief
David Breninger, General Manager, Placer County Water Agency

A. The Draft EIS/EIR recognizes that use of the public river access facilities would result in increased public activity in the area and associated potential increased fire risk. (Section 2.3, page 2-43). Since publication of the Draft EIS/EIR, the Fuels Management Action Plan of the Auburn State Recreation Area Prefire Management Plan being prepared by Reclamation, the California Department of Forestry and Fire Protection, CDPR, and in coordination with the City of Auburn, has been completed. Please refer to Master Response 3.1.9, Fire Management.

L-42

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Terri Barney
ADDRESS:	10620 Bear Tree Ct
CITY/STATE/ZIP:	Auburn CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-888-8170
ORGANIZATION (IF APPLICABLE):	Loomis Basin

COMMENTS:

A With a budget of 31 million a bridge should (must) be included in order to retain major trails in our area. A bridge would benefit a greater portion of people. It should also be noted that pavement is not user friendly to horses and maintaining dirt trails in all areas is very important.

Mountain bikes hikers and Equestrians need this bridge in order to have a continued use of this portion of trails

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☑ ***Please check here if you would like to be on the project mailing list.***

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-43

November 4, 2001

From: The Harrington Family
10045 Snowy Owl Way
Auburn, CA 95603

To: American River Pump Station Project, Draft EIR/EIS Comments
Surface Water Resources, Inc.
2031 Howe Ave. Suite #110
Sacramento, CA 95825

Re: Auburn Dam diversion Tunnel closure and American River restoration project.

To whom it may concern,

A We live next to Maidu Road in Auburn. We are very concerned about the planned access to the project you are planning using Maidu Road as future access. We are writing this letter to you to voice our concerns regarding your proposed plan, and to let you know we **oppose** the Maidu Rd. access plan.

This planned access via Maidu Rd. is unacceptable for many reasons. The increase in traffic and pollution, both air and noise pollution would be unacceptable to our residential neighborhood. All of the associated traffic and noise related to the construction of this project would also be unacceptable. We, like many of our neighbors, have small children. Our children not only live and play in this peaceful neighborhood but walk to Skyridge Elementary School. Our children must cross Maidu to get to and from school each day. This increase in traffic would pose an undue safety risk to our children.

We have many other concerns, such as who will police the facility. This access would bring undue crime and transient traffic through our residential neighborhood, which would be unacceptable at a level we simply would not tolerate.

B I understand that there are possible alternative access roads to this project and I strongly urge you to consider them. From our point of view, Maidu Rd. as an access to this project is simply not an option that we will consider.

If you would please pass along to us any contacts that would care to hear our position on this matter it would be greatly appreciated.

Sincerely,
Perry J. Harrington
Beverly M. Harrington
Tiffany M. Harrington
Jerry K. Harrington

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.10, Project Access.

L-44

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	JULIETTE LI SUHR
ADDRESS:	100 MARINERA ROAD
CITY/STATE/ZIP:	SCOTTS VALLEY, CA 95066
BUSINESS AND/OR HOME PHONE/FAX:	831-335-5937
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A I have used the Cutler Dam trail for years on horseback. You simply cannot divert all the traffic if you bears to the Robie Point to 49 crossing That area is too fragile.
Please provide some sort of overpass to keep the people coming to the area for recreation.
Sincerely,

Juliette Suhr

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ ***Please check here if you would like to be on the project mailing list.***

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-45

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	MARK PERRY
ADDRESS:	376 AEOLIA DRIVE
CITY/STATE/ZIP:	AUBURN CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A I AM TOTALLY IN FAVOR OF THE TUNNEL CLOSURE, CONGRATULATIONS AND THANK YOU.

B I BELIEVE THAT THIS PROJECT SHOULD BE FUNDED BY DEVELOPER FEES UPON USERS OF THE WATER THAT WILL FLOW THROUGH TO WESTERN PLACER COUNTY.

C HOWEVER, I CONCUR WITH CITIZENS' CONCERNS ABOUT THE PROPOSED PARKING AREA NEAR THE PROJECT, THAT IT IS AN UNECESSARY EXPENSE THAT WILL LEAD TO INCREASED TRAFFIC, NOISE, AND MOST IMPORTANTLY AN EXTREME RISK OF CATASTROPHIC FIRE DANGER FROM INCREASED USE.

A GATE CLOSING ROADWAY ACCESS TO CANYON IS NEEDED. THANK YOU. M. Perry

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ ***Please check here if you would like to be on the project mailing list.***

A. Project support noted.

B. Please refer to Master Response 3.1.2, American River Pump Station Project Funding.

C. Please refer to Master Response 3.1.6, Public River Access Features; and Master Response 3.1.9, Fire Management.

L-45, pg. 2

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	MARK PERRY
ADDRESS:	376 AEOLIA DRIVE
CITY/STATE/ZIP:	AUBURN CA 95603-4909
BUSINESS AND/OR HOME PHONE/FAX:	
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A (Repeat) CONGRATULATIONS ON A WISE CHOICE TO PRESERVE THE RIVER BY PROPOSING THE PUMP STATION INLET MID-CHANEL.

D A PEDESTRIAN, EQUESTRIAN BRIDGE IS CRUCIAL TO THE ENTIRE PARKWAY AREA, INCLUDING THE CONFLUENCE AND STAGECOACH TRAIL AREAS. PLEASE INVESTIGATE SACRAMENTO COUNTY'S OFFER TO SELL A STEEL TRUSS BRIDGE IT HAS DISASSEMBLED AND LOOKING FOR A BUYER. THIS BRIDGE WOULD POSSIBLY WORK FOR COOL TRAIL ACCESS.

E LESS MONEY COULD BE SPENT ON THE COSMETIC RESTORATION OF THE CANYON, OPTING FOR MORE SPENDING ON A BRIDGE.

THANK YOU.

Mark Perry

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ ***Please check here if you would like to be on the project mailing list.***

D. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

E. Please refer to Master Response 3.1.5, Project Area River Restoration.

L-46

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Joanne Arnold
ADDRESS:	1901 Shirland Tract Road
CITY/STATE/ZIP:	Auburn, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	(916) 263-2221 (work)
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A I support closing the tunnel & returning the river back to its natural course but due to the level of activity currently in the canyon I believe that it would be a logistical nightmare to not include a bridge.

B

C I am also vehemently opposed to any parking lots at the bottom of Maiden Drive. To have convenient access to the river will generate people who have been drinking on the river to be driving through a residential neighborhood as well as cars that have dropped rafters off at the confluence to be racing down Maiden Drive to pick them up in time. The people using the river/canyon should be fit enough to walk up to the overlook to get out of the canyon. Dikers Flat is a good example of how this could work.

final

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☑ *Please check here if you would like to be on the project mailing list.*

A. Project support noted.

B. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

C. Please refer to Master Response 3.1.6, Public River Access Features. It is noted that CDPR park aides and rangers would enforce rules prohibiting alcohol at the proposed facilities. Additionally, CDPR is authorized to ticket drivers speeding within the Auburn SRA; Placer County and City of Auburn law enforcement would address these concerns within their respective jurisdictions and have indicated ability to provide these services.

L-47

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	TRISTA COLLINS
ADDRESS:	P.O. BOX 679
CITY/STATE/ZIP:	FORESTHILL, CA. 95631
BUSINESS AND/OR HOME PHONE/FAX:	(530) 367-3585
ORGANIZATION (IF APPLICABLE):	Placer County Resident

COMMENTS:

A Please include a bridge in the project!!!

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ ***Please check here if you would like to be on the project mailing list.***

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-48

Stewart Ranch

10/28/01

8497 STATE HIGHWAY #1
P.O. BOX 130
OLEMA, CA 94950
(415) 663-1362

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources Inc.
2031 Howe Ave.
Sacramento, Ca. 95825

Dear: American River Pump Station Project CEO,

A

Coffer Dam is one of the few places where several trails merge and provide access to other trail systems (the Western States trail in Auburn, the Olmstead trail in Cool, and the Maidu area trails). Most people feel that if the PCWA river project does not include a bridge in their plans now, that it will never happen and we will lose the Coffer Dam area trails, three of our best locations and a major trail system connection forever.

Several thousand hikers, outdoor enthusiasts, equestrians, mountain bikers, and runners use these trails. Losing the Auburn to Cool trail would mean the narrow trail "no-hands bridge" (Western States Trail) will become overcrowded- presenting a serious passing problem for everyone. There are almost no areas where one could pull over safely to allow another to pass. Having the Coffer Dam trails allows room for these outdoor enthusiasts without overcrowding trails that are narrow and reducing any erosion that surely would occur because of overcrowding.

For the mountain bikers alone, the only trail from Auburn to Cool is the Western States Trail and "No-hands Bridge". The mountain bikers are already limited in their trail access and placing ALL outdoor enthusiast on one narrow trail will cause hazards for ALL. This would be poor judgment on the part of the PCWA to do this.

Most people want to share in the joy and celebration of opening the river back to its natural course. We are asking the PCWA to do the right thing and not take away the use of precious and beautiful canyon trails from our community. This can be achieved by building a bridge, a small price to pay when compared to the overall $31 million dollar project budget. A small price to pay compared to the permanent loss of trails that thousands of people have been using for years.

Although we live in Marin County, we are familiar with these trails because of friends and participation in the NATRC. We are members of the Marin Horse Council and Amanda Wisby is one of the directors. We also operate the Stewart Horse Camp in the Point Reyes National Seashore and have a knowledge of the many public uses these trails have. Every year there are more people who use public lands for day and overnight use, therefore there is a GREAT need for maintaining existing trails. If existing trails cannot be maintained or others created as replacements, then the remaining trails become heavily used. This type of heavy use can be damaging to the plant and animal species and cause erosion on the remaining trails.

Thank You
The Stewart Ranch
Amanda Wisby

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail and Master Response 3.1.6, Public River Access Features.

L-49

October 29, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources Inc.
2031 Howe Avenue
Sacramento, CA 95825

Dear Sirs:

A I am writing to convey my concerns that the American River Pump Station Project will result in the permanent loss of several intersecting hiking and equestrian trails in the Auburn/Cool area. This should not be considered an "unavoidable impact." Every effort should be taken to mititgate the loss of these trails, including the construction of bridges when necessary.

Thank you for your consideration.

Sincerely,

Julie Jackson
6746 Terreno Drive
Rancho Murieta, CA 95683

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-50

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Dana Wise
ADDRESS:	4080 Eagles Nest
CITY/STATE/ZIP:	Auburn Ca 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-888-1892
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A I'm in favor of a foot/bikers bridge where Kanyon dam exists

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ ***Please check here if you would like to be on the project mailing list.***

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-51

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Nick Lockett
ADDRESS:	6418 SNAKE TRL.
CITY/STATE/ZIP:	ROSEVILLE CA 95749
BUSINESS AND/OR HOME PHONE/FAX:	
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A MAKE A BRIDGE. IT'S THE ONLY WAY I HAVE TO RIDE MY BIKE. A BRIDGE WOULD GREATLY BENEFIT EVERYONE. IT WOULD BE THE RIGHT THING TO DO.

THANKS

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ ***Please check here if you would like to be on the project mailing list.***

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-52

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Laura Horst
ADDRESS:	PO Box 44
CITY/STATE/ZIP:	COOL, CA 95614
BUSINESS AND/OR HOME PHONE/FAX:	916-491-1685
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

Please be aware there are many users and uses for the canyon. We wish to be able to still enjoy it after the work you are planning. Keeping the trails user friendly for all activities should be taken into consideration. Keeping the river crossing open is a MUST — this detrimental impact is avoidable —

BUILD A BRIDGE — REGRADE TRAILS —

MAKE THE CANYON SAFE & USEABLE FOR ALL

Laura Horst

A

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND [redacted] COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS [redacted] SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-53

Kim Dean
P.O. Box 497
Applegate, CA 95703

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue
Sacramento, CA 95825

November 3, 2001

Dear Sir or Madam:

I often ride my horse through the Coffer Dam area trails of Auburn. I understand that these trails will be lost in the river restoration and pump station project. I am writing to voice my concern over the impact of this loss.

A The trails will be severely affected by the loss of the Coffer Dam site. This area is a connection point for trails that lead in many directions, not only for equestrians, but also for mountain bikers, runners and hikers. This area is critical to keep the trails accessible for the enjoyment of so many.

I am sure the river can be restored as planned while minimizing the impact on the many people who use the trails. Auburn is well known for these trails, and the training and recreation they provide. It would be a shame to lose them! Please consider a bridge to provide the continued access for so many that now use the trails that will be lost.

Thank you for your consideration.

Sincerely,

Kim Dean

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-54

Alice T. Dunbar
12865 Pine Cone Circle
Grass Valley, CA 95945

November 4, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Ave. Suite 110
Sacramento, CA 95825

Dear Sir:

As an owner of a residence within walking distance of the American River, I commend the American River Pump Station Project and the proposed restoration of the American River near Auburn. However, there are several comments that I would like considered:

- **A** The loss of the only safe recreational access from Auburn to Cool caused by this project via the Auburn to Cool Trail should be mitigated. Equestrians, mountain bikers, hikers and runners heavily use this trail. Several options exist. Build a pedestrian bridge near the pump station or create an alternative multi-user group trial that goes from the dam overlook to either Hwy. 49 at the river or Mt. Quarries Bridge and then up to Cool. Those are long-term solutions, how will the loss of this recreational resource be mitigated during construction periods?
- **B** Complete restoration of the surrounding natural area should be considered. This should include re-naturalization of the existing dam footing scars.
- **C** PCWA has not, in my opinion, pursued a very aggressive water conservation program for Placer County. I realize this would in no way supply enough water without the pump station project. However, it would be in our own best interest to help our community form good water use patterns now as the "building out" of Placer County will be here before long.

I appreciate this opportunity to give you my input.
Sincerely,

Alice Dunbar

Alice T. Dunbar

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

B. Please refer to Master Response 3.1.5, Project Area River Restoration.

C. Please refer to Master Response 3.1.11, Placer County Water Agency's Water Conservation Program.

L-55

Neighborhood Impact: Auburn Dam diversion Tunnel closure and American River restoration project

Are you aware?

- A major project is underway to restore the river channel and add recreation facilities in the canyon just below our neighborhood.
- An entrance station to a new State Parks facility to the American River is planned on Maidu Drive. — MAIDU is ALREADY over crowed — ex. school, new development — suggest you move ~~it~~ entrance

A

If not, you are invited to a community information session being given just for the neighborhood residents by the State Parks, PCWA and Bureau of Land Management at the time and place noted below.

Maidu Drive Neighborhood Information Session

(*Falcons Point, Auburn Oaks, Monticielo, Tanglewood, and Maidu Acres*)

When: Wednesday, November 7, 2001, 7-9 pm
Where: Skyridge School Multipurpose Room
800 Perkins Way, Auburn

There is a draft Environmental Impact Report (EIR) that is available that outlines the details of the project. The following are some of the impacts to our neighborhood that you should be concerned with:

- Estimated increasing in traffic by 210 cars on peak days.
- Parking lots in the park to accommodate up to 60 vehicles.
- Increase in traffic and noise and associated safety issues for 2 years during construction.
- Will rafting company busses be allowed to the facilities?
- Who will police the facilities? What are the hours of operation?
- Are alternative entrance station sites being evaluated?

Please plan on attending this special meeting for your neighborhood.

The planning process is still underway and your opinion and ideas will be considered. Your opinions and comments to this project need to be mailed or faxed before November 9 to:

American River Pump Station Project, Draft EIR/EIS Comments
Surface Water Resources, Inc.
2031 Howe Ave. Suite #110
Sacramento, CA 95825
FAX: 916-286-0957

Copies of the draft EIR are available at the Placer County Library. If you have questions regarding this meeting please contact:
Dave Kasberg: 823-2565 –or- Ben Troia: 823-5157

A. Please refer to Master Response 3.1.6, Public River Access Features.

L-56

BETSY WOBUS
10310 Penn Oak Lane
Rough and Ready, CA
95975-9785
(530) 432-5690
(530) 432-5681 Fax
bwobus@netcze.com

November 4, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue
Sacramento, CA 95825

Dear Friend,

Although I have only lived in the Auburn area a little over one year, I have already come to love riding on the many trails out of the Auburn Dam Overlook. I understand that one of these, the Coffer Dam Trail, is scheduled to be closed with the up-coming re-opening of the river.

A

Although we are all in favor of returning the American River to its natural course (and strongly opposed to building a real dam there!), most of my riding friends, as well as trail bikers and hikers feel that closing the Coffer Dam Trail would be a real mistake. This would leave No Hands Bridge as the only route between Auburn and Cool; not only would the bridge be overused, but also there would be many more problems with the convergence of multiple users at that one site.

Is it not possible somehow to provide another crossing once the river course is restored? Would it be that great an expense to build another bridge that could accommodate the many different users? We recognize that it could not be built "instantly," but at least including it in your planning would seem to be a prudent thing to do.

Thank you very much for your consideration of this issue.

Sincerely,

Betsy Wobus

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-57

Joan R. Dowis
6640 Dahlberg Court
Foresthill, CA 95631
(530) 367-4543
Email: jdowis@foothill.net

November 5, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue, Ste. 110
Sacramento, CA 95825

Re: Coffer Dam Area Trails Closure
BRIDGE ALTERNATIVE

Dear Sirs:

The Coffer Dam site is an area in which several multi-use trails converge, which allows access between Auburn and Cool for a variety of user groups. These trails provide access to the Western States Trail in Auburn and the Olmstead Loop in Cool. Both of these areas allow access to further trail systems. Closing this site to trail use will leave only the Western States Trail between Auburn and Cool, which is closed to bicycles due to narrow hillside trails that do not permit safe use by bicycles as they endanger the other trail users. These trails were not designed to handle the kind of traffic that the Coffer Dam trails can, and illegal user groups have caused serious problems in the past, which were greatly relieved by the opening of the Coffer Dam area.

A Installation of the American River Pump Station does not require the closure of the Coffer Dam tunnel. This portion of the project is in place solely to benefit the rafting industry. All other users have access to this area today. It seems grossly inequitable to close off all other user groups for the singular benefit of one group, the rafting industry. Granted the rafters may bring some economic benefit to the area, but all of the other user groups certainly do also, in fact, no doubt to a much greater extent as the rafters do not tarry in Auburn or Cool – they are rapidly bused out when their trip is complete.

The PCWA claims that the Auburn-to-Cool trail loss is a significant but unavoidable impact of the river restoration and pump station project. The statement that the problems created by the project cannot be mitigated is untrue. This entire problem can be mitigated by the construction of a pedestrian/equestrian/bicycle bridge at the river, and retention of the trails through the area. This will allow the restoration of the river to a more natural course for the rafters, plus maintain the current ability of the other area users with access to the many and varied trail systems.

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail and Master Response 3.1.4, Auburn Dam Construction Bypass Tunnel. CDPR is not proposing or permitting commercial rafting use in this section of the river as part of this project. Additionally, boating within the project area currently is prohibited in the reach ½-mile upstream of the bypass tunnel inlet to 1/2–mile downstream of the bypass tunnel outlet (CDPR posted order No. 318-02-91).

L-57, pg. 2

A (cont)

The Auburn area gave birth to both the Western States 100 Miles One Day Ride (the Tevis Cup) and the Western States 100 Mile Endurance Run, both of which are world famous and the standard for excellence for both sports. The area in question is a significant part of the training trails available to athletes who come from many areas to condition for these competitions.

The inclusion of a bridge into the project would add a very minor percentage to the cost of the overall project, one that could well be afforded. Rather than attempt to prevent the closing of the tunnel and reopening of the river course, it makes much more sense to incorporate the bridge and make the canyon available to all user groups, rather than a select few.

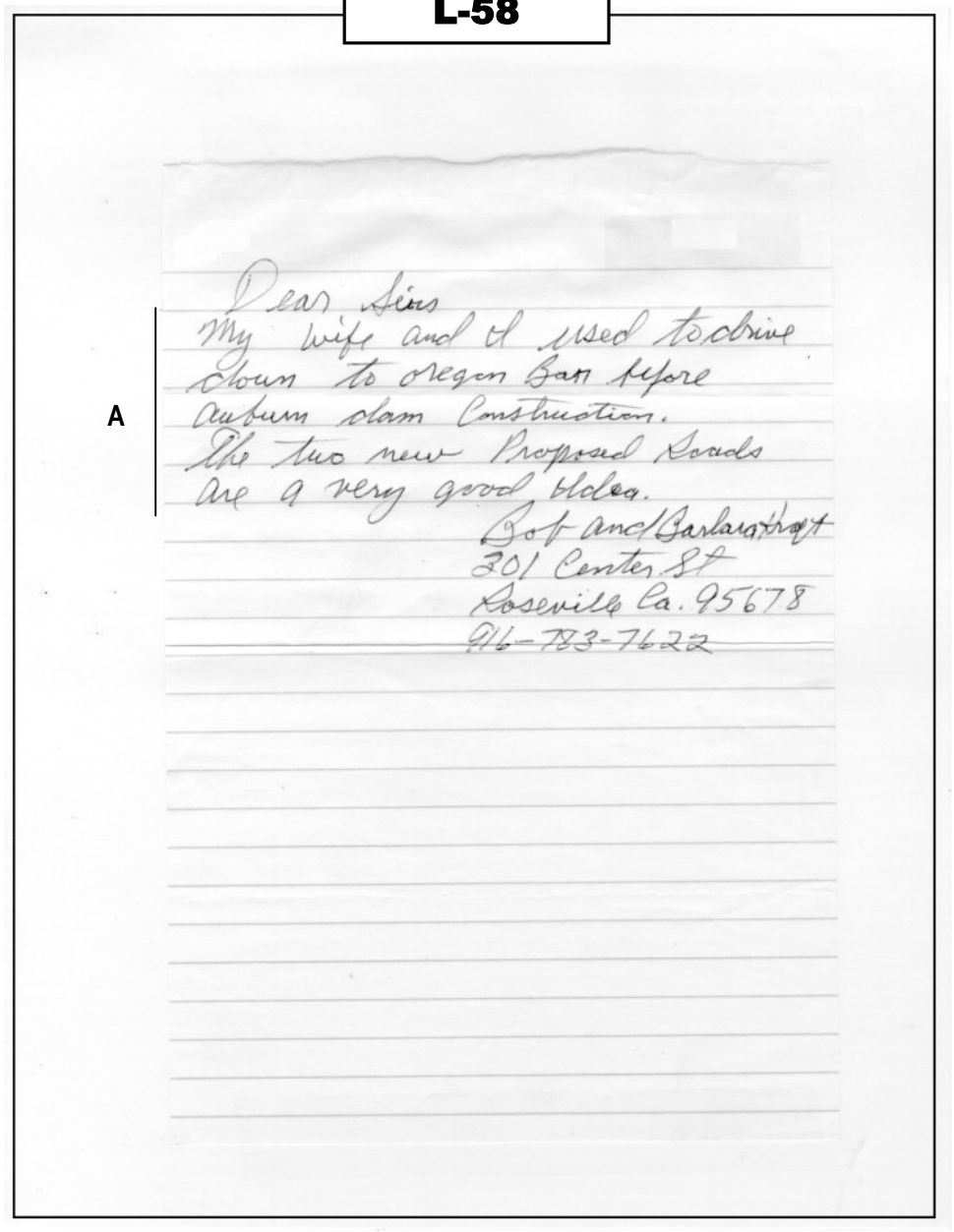
Thank you for your consideration.

Very truly yours,

Joan R. Dowis

JOAN R. DOWIS

L-58



Dear Sirs
My wife and I used to drive down to Oregon Gate before Auburn dam Construction.
The two new Proposed Roads are a very good Idea.
Bob and Barbara Hoyt
201 Center St
Roseville Ca. 95678
916-783-7622

A

A. Project support noted.

L-59

November 5, 2001

DRAFT EIS/EIR COMMENTS
Surface Water Resources, Inc.
2031 Howe Avenue
Suite #110
Sacramento, California 95825

Dear Sirs:

I am writing this along with my submitted comments to hopefully underscore the need for a bridge at the Coffer Dam site in question.

For background purposes I must tell you I moved my family up here to this area in search of a better life. That life was to be one with some wonderful outdoor recreation which this area has in abundance. Being the mother that I am I did not wish my daughters to "hang out in malls", nor grow up empty headed, non-compassionate, and superficial. The bay area has plenty of that and I did not want it any further for my family. Upon moving to this area one and a half years ago we were delighted with the beauty that surrounds us. As equestrians and bike riders we were looking so forward to becoming new users of our wonderful trail systems around here. Especially at Folsom Lake. We could boat, ride our horses or bikes or even combine them!

However, within this same time period I have seen things gradually begin to disappear. I have become saddened and disappointed to find trails being taken away one at a time. I am also speaking for countless others feeling the same way. What a significant loss it would be for our beloved area.

We applaud the return of the river. But what is the cost? This area has World Class Athletes that train on those trails. Not only for equestrians (endurance alone is fast becoming an Olympic sport in its own right-lots of them are permanent residents here), but also for bicycle riders, and runners as well. We have all used and learned to share these trails cooperatively and peacefully. We all pay taxes here and we live and die here. So why take something away that is so profound? People here put their hearts and finances into living here. They help small businesses prosper here. Trails add value to our area. And the beauty of nature speaks for itself! That is why recreation is so important here. We relax and regroup for the next work week. We socialize and try to keep active and healthy so we can all participate in contributing to our community and making it better…

Now… unless there is a bridge built that will allow us to continue in this rich heritage which we ALL deserve and do indeed use… that will be gone too. What really concerns me is that people WILL get hurt and no doubt killed without a bridge continuing the Coffer trail. You must ask yourselves this question:

L-59, pg. 2

A

What is the price of a human life to you people? Adults as well as family members will try to continue using what would be left of this trail; but it will be extremely dangerous and people will only be able to do so on a very crowded portion of trail that will be disconnected from a portion that worked well and was safe. Yet another question to ask is how are we treating our athletes which train here. Do we help them or hinder them? Do we ask how we can better help them? No…we take things away. These are individuals who eventually proudly represent our country…Don't we owe them a bridge? A place to continue to train and be proud of our town to boot? A place where our young people can become inspired by others paving their way and maybe their own future? We need this to remain!! Please build a bridge!!!

Another thought too…Can the volunteer patrol still help out? Not on pavement! Not on river rock! Not without a bridge! I urge you to walk, or ride this yourselves to see what we mean. Especially the portion that would be the result of not having a bridge. I'm positive it will change your perspective!

After September 11, 2001 it is even clearer that our patrols and even the public being out on these trails and extensions (especially including Coffer Dam) can contribute GREATLY to our safety by being extra eyes and ears! I would myself be not only out for an enjoyable ride, but keeping my eyes peeled to protect our community and its resources.

But the most important part is this…This land belongs to all of us. We ALL contribute in one way or another. We work hard and deserve this.

We need a bridge to SAVE LIVES!!! Who will pay for the loss of life? Maybe the ones that don't want a bridge? The reputation of our community? Or what?

We need a bridge to continue to allow our volunteer patrols for SAFETY AND TO SAVE LIVES!!

We need a bridge for our COMMUNITY to relax, regroup, and reflect with. We cannot be a safe, happy, healthy, contributing society without it.

I urge you to seriously take this matter to heart. Your community will be grateful and you'll be able to sleep at night knowing you made the right choice and a lot of people very happy!

Thank you for your attention in reading my opinion. I know it is long winded and passionate but I love it here. I love being an American and being able to express my feelings. Thank you. If you have any further questions please feel free to call. My private phone number is on the attached sheet.

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-59, pg. 3

Thankfully,

Kathie A. Ford and Family
Bob
Tiffany
Kristy
Laurie and our equestrian friends.

PS (I myself may be doing the Tevis this year-if I have a place to train! It's my dream!)

Cc/homefile

Encl: comment page attached

L-59, pg. 4

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Kathi Ford & Family
ADDRESS:	25267 Table Meadow Road
CITY/STATE/ZIP:	Auburn CA- 95602
BUSINESS AND/OR HOME PHONE/FAX:	530-269-1926 (private)
ORGANIZATION (IF APPLICABLE):	A.E.R.C. & Gold Country Trails Council

COMMENTS:

A (cont)

PCWA claims that the Auburn-to-Cool trail loss is significant but unavoidable. This is simply not true as there is a solution – PCWA needs to include the construction of a bridge in their plan.

Several thousand hikers, equestrians, mountain bikers, and runners have been using these trails for decades. If the Auburn-to-Cool trail is closed, the treacherous canyon trail to 'no hands' bridge will become overcrowded - presenting a seriously dangerous situation. This trail was not designed to handle the kind of traffic that the Coffer Dam trails can. The trails are narrow and the drop-offs are steep, rocky, and several hundred feet high. People and horses will be at a much greater risk for accidents involving collisions and falls.

Currently a volunteer mounted park unit patrols the Coffer Dam area. Equestrians will no longer have access to the area as the roads are being paved on the Auburn side and river rock is being piled on the Cool side. Who is willing to take on the expense and responsibility of patrolling this area when it becomes not so horse friendly??

The runners and equestrians will no longer have these hills for training for the world famous 100 mile Western States run, the 100 mile Tevis endurance race, or other events. Auburn is proud to host the finish lines of both of these and other prestigious races. How will people feel from other states and countries when they arrive prior to these events to acclimatize and train on these trails??

There are too many other significant impacts to mention in detail. They include mountain biker access (the Auburn-to-Cool trail is the only access they have to the trails in Cool from Auburn), the loss of one of the few loop trails (the Western States trail in Auburn, the Olmstead trail in Cool, and the Maidu area trails all merge at the Coffer Dam site) and the parking demands at the confluence will increase (they are already over-crowded).

Everyone wants to share in the joy and celebration of opening the river back to its natural course. We are asking PCWA to do the right thing and not take away the use of precious and beautiful canyon trails from our community. This can be achieved by building a bridge – a small price to pay when compared to the overall $31 million project budget. A small price to pay compared to the loss of trails that thousands of people have been using for decades.

Please see attached note w/additional notes & comments Thank you

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

☐ *Please check here if you would like to be on the project mailing list*

L-60

United States Department of the Interior
NATIONAL PARK SERVICE
California Hydro Program
801 "I" St., Suite 156-B
Sacramento, California 95814

November 6, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources
2031 Howe Ave., Suite 110
Sacramento, CA 95825

SUBJECT: American River Pump Station Project

Dear Sirs:

The National Park Service (NPS) offers the following comments regarding the subject project.

A NPS endorses the Bureau of Reclamation and Placer County Water Agency's (PCWA) preferred alternative, Mid-Channel Diversion Alternative. This alternative effectively restores the American River at the defunct Auburn Dam construction site by closing the diversion tunnel and re-establishing the natural river channel. At the same time, the project will provide PCWA with pumping and diversion facilities to supply water to Placer County customers. The preferred alternative was the only option that would restore river flows to the natural channel, close the hazardous tunnel, and attempt to mitigate the aesthetic insult remaining from the dam construction and subsequent coffer dam failure. The preferred option also offers opportunity for improved public access to the American River Canyon that has been long been truncated by the abandoned dam site.

If the preferred alternative is adopted, it is envisioned that the California Parks and Recreation Department (DPR) and the Bureau will develop plans to develop a comprehensive public access and resource management plan for the restored area. The concept of an American River Confluence Parkway from the confluence to Oregon Bar that has long been advocated by Auburn residents may finally be realized, offering the local community and all recreation users improved access.

B It is clear from the extent, and tone, of public comment at the public hearing held in Auburn on October 11, 2001 that there is wide community support for this restoration project. State and federal resource agencies, non-governmental organizations, and the public embrace the project for the most part. Among the greatest concerns voiced are the omission of a viable river crossing for pedestrians, equestrians, and cyclists in the preferred alternative and what appears to be an imminent shortfall in funding for implementation.

A. Project support noted.

B. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail and Master Response 3.1.3, Recreation Trail Access During Construction.

L-60, pg. 2

B (cont.)

Much of the comment at the October 11 meeting centered around the lack of mitigation for the loss of the existing river crossing, both during construction and afterwards. The Auburn-Cool trail receives considerable use by the local community and visitors alike. Yet there appears to be no provision in the preferred alternative for controlled access/crossing during construction of the diversion and pump facility (which could last 2-3 years). Following construction, there is no specific provision for a bridge to cross the river in the vicinity of the project or for new trails to mitigate for the loss of the existing trail. Although there is apparent disagreement and partisanship among the various users (hikers, equestrians, cyclists, and trail runners), we believe that an opportunity for compromise exists. Whether a compromise plan results in a bridge or new/improved trail, it should be integrated into the scope of the **current** project. Our concern is that if it is tacked on as an afterthought, it will never be funded and implemented leaving the community without safe passage and the trail connectivity they now enjoy. At the very least, we recommend that options be considered for phasing in a solution, perhaps by converting existing trails to multi-use until a final solution is implemented. There are plenty of examples where diverse users have peacefully coexisted on trail facilities.

We recommend that local hikers, cyclists, equestrians, trail runners, Protect American River Canyons (PARC), and the public be consulted for solutions to the river crossing issue. There is an incredible amount of knowledge, understanding, and expertise at the local level in Auburn and it should be recognized and tapped. Resource agencies such as the Bureau, DPR, and project consultants may be consulted on the technical aspects of the crossing. This is all achievable, but it must be done immediately in order to amend the scope of the preferred alternative.

In conclusion, we endorse the preferred alternative and urge the Bureau and PCWA to initiate a dialog with the community to find an acceptable solution to mitigate the loss of the river crossing. If you have any questions regarding our response, I can be reached at 916-414-2355.

Sincerely,

Harry Williamson
Northern California Hydro Coordinator

L-61

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Meggan Casarotti
ADDRESS:	4651 Thomas Rd
CITY/STATE/ZIP:	Sebastopol, CA 95472
BUSINESS AND/OR HOME PHONE/FAX:	707-829-2968
ORGANIZATION (IF APPLICABLE):	AERC

COMMENTS:

A **Please keep the trails open ** they are vital to the community!

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND A[redacted]-COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS [redacted] SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

☐ ***Please check here if you would like to be on the project mailing list.***

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-62

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	MARK PERRY
ADDRESS:	376 AEOLIA DRIVE
CITY/STATE/ZIP:	AUBURN CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A PLEASE RE-THINK YOUR PROPOSED EXPENDITURES FOR ROADWAYS AND/OR PARKING LOTS RELATED TO THE PROJECT. EITHER PARKING LOT MIGHT BE LEFT FOR LATER CONSTRUCTION, DEPENDING ON NEED - PREFERABLY THE PROPOSED 50-CAR LOT. A LOCKABLE GATE AT THE ENTRANCE TO THE RIVER ACCESS WOULD HELP REDUCE NIGHTIME USEAGE BY UNDESIREABLES WHO MAY WISH ONLY TO HAVE A REFUGE FROM POLICE DETECTION.

B MONEY FOR ROADWAYS AND PARKING WOULD BE BETTER SPENT ON A YEAR-ROUND PEDESTRIAN/EQUESTRIAN BRIDGE.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ ***Please check here if you would like to be on the project mailing list.***

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-63

November 7, 2001

American River Pump Station Project, Draft EIR/EIS Comments
Surface Water Resources, Inc.
2031 Howe Ave., Suite #110
Sacramento, CA 95825
Fax: 916-286-0957

A After the construction of the pump station and flood protection of these facilities is complete, let the river flow free and form its own natural course. We do not need to spend tax dollars on a "designer rafting river", nor do we need a convenient take-out point for commercial rafting interests. Rattlesnake Bar is already a developed recreation site downstream that can be used as a take-out facility.

B The proposed access and parking facility will only destroy a beautiful hiking, fishing, equestrian, and biking area used by thousands of people every year. Let this area return to its pre-dam construction natural state. By opening up this area to vehicular travel and parking facilities, the wildland fire danger will increase. History tells us that where ever there is vehicle access to a remote, or unsupervised recreation area in the American River Drainage, wildland fire will occur. One only needs to visit the Confluence of the North and Middle Forks, Mammoth Bar, Iowa Hill Road, or Drivers Flat areas to witness what wildfire leaves us. The biggest difference between these areas and the proposed access area, is the proximity to residential and commercial structures within the city of Auburn. The rim of the canyon above the proposed recreation area is densely populated, whereas the aforementioned areas are not. The potential for loss of life and property damage from a wildfire is tremendous.

C

D The route up Maidu Drive in the city of Auburn to access this area is a terrible idea. Not only is this area heavily populated, but an elementary school is also accessed by using this two lane street. Don't add to an already congested road.

Thank you for your consideration.

Bill & Jill Zander

Bill & Jill Zander
11101 Tanglewood Drive
Auburn, CA 95603
530.888.7838

NOV- 8-01 THU 8:05 AM 530 885 5508 TOTAL P.02
P. 2

A. CDPR is not proposing or permitting commercial rafting use in this section of the river as part of this project. Please refer to Master Response 3.1.6, Public River Access Features for additional background regarding the provision of public river access upstream of Rattlesnake Bar.

B. Please refer to Master Response 3.1.5, Project Area River Restoration.

C. Please refer to Master Response 3.1.9, Fire Management.

D. Please refer to Master Response 3.1.6, Public River Access Features and Master Response 3.1.10, Project Access.

L-64

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

11/8/01

NAME:	URSULA + HERB JOHNSON
ADDRESS:	1945 VISTA DEL LAGO
CITY/STATE/ZIP:	AUBURN, CA. 95603
~~BUSINESS AND/OR~~ HOME PHONE/FAX:	530-823-9126 FAX - SAME
~~ORGANIZATION (IF~~ APPLICABLE):	

COMMENTS:

OUR COMMENTS following ATTENDANCE AT SKYRIDGE School 11/7:
WE BUILT OUR HOME IN MONTICELLO 6 YEARS AGO. WE CHOSE THIS AREA SPECIFICALLY for THE PRISTINE QUALITY, QUIETNESS, + CLOSENESS TO NATURE. OUR CONCERNS ON project AS PROPOSED:

1. WE ARE AGAINST PROJECT AS PROPOSED.
2. FIRE HAZARDS WOULD INCREASE.
3. WE DO NOT NEED EXTRA TRAFFIC, NOISE, + LITTER ON MAIDU + CANYON.
4. We QUESTION WHETHER MAIDU IS ONLY ACCESS TO PROJECT.
5. MAIDU-AUBURN FOLSOM INTERSECTION WOULD BE EVEN MORE DANGEROUS THAN IT IS NOW.
6. OUR PROPERTY VALUES IN MONTICELLO WOULD PLUMMET.
7. WE HAVE NO OBJECTION TO PUMP STATION ALONE.
8. LEAVE RIVER AND TUNNEL AS IS!

WE AND OTHERS ENJOY HIKING TO RIVER IN ITS PRESENT CONDITION. WHY WASTE MONEY!

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☑ *Please check here if you would like to be on the project mailing list.*

FROM : HCJ FAX NO. : 8239126 Nov. 08 2001 09:08AM P1

A. Please refer to Master Response 3.1.9, Fire Management and Master Response 3.1.6, Public River Access Features.

B. Leaving the river "as is" would not meet the objectives of the lead or responsible agencies.

L-65

Robert Heaney
190 Lubeck Road
Auburn Ca 95603

To Whom It May Concern:

A

I wish to register my strong opposition to motorized public access at the Diversion Tunnel site.

Five locations for automobile access already exist within minutes of Auburn:

- Upper Lake Clementine
- Ruck-A-Chucky
- Lower Lake Clementine
- Mammoth Bar
- The confluence of the north and middle forks of the American River.

One opportunity remains near Auburn for good trail access to the river without the tremendous impact that motor vehicles would bring. Many runners, hikers, equestrians and cyclists seek out these trails precisely because of the relative quiet and sense of solitude that exists on this part of the river. We implore you--no automobile access to the Diversion Tunnel site.

B

Add the many other concerns raised: the significant traffic impact on Maidu Drive, introduction of automobile traffic into a popular mixed-use trail system, introduction of pollution and litter in an area that currently has no significant litter problem, the large increase in fire danger. The conclusion is that the greater public good simply is not served by this proposal. No motor vehicle access there, please.

Thank you for your time.

Yours Truly,

Robert Heaney

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.6, Public River Access Features and Master Response 3.1.9, Fire Management.

L-66

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	LEON D STANLEY
ADDRESS:	575 RIVERVIEW DR
CITY/STATE/ZIP:	AUBURN, CA 95603-6110
BUSINESS AND/OR HOME PHONE/FAX:	530-889-1147
ORGANIZATION (IF APPLICABLE):	

COMMENTS: 11-8-01

On 11-7-01 my wife & I ATTENDED A NEIGHBORHOOD MEETING AT THE SKY RIDGE ELEM. SCHOOL IN AUBURN. ABOUT 100 PEOPLE ATTENDED WITH ABOUT 95% AGAINST THE MAIDU DR. ACCESS PROPOSAL, REGARDING THE RAFTERS, [illegible]

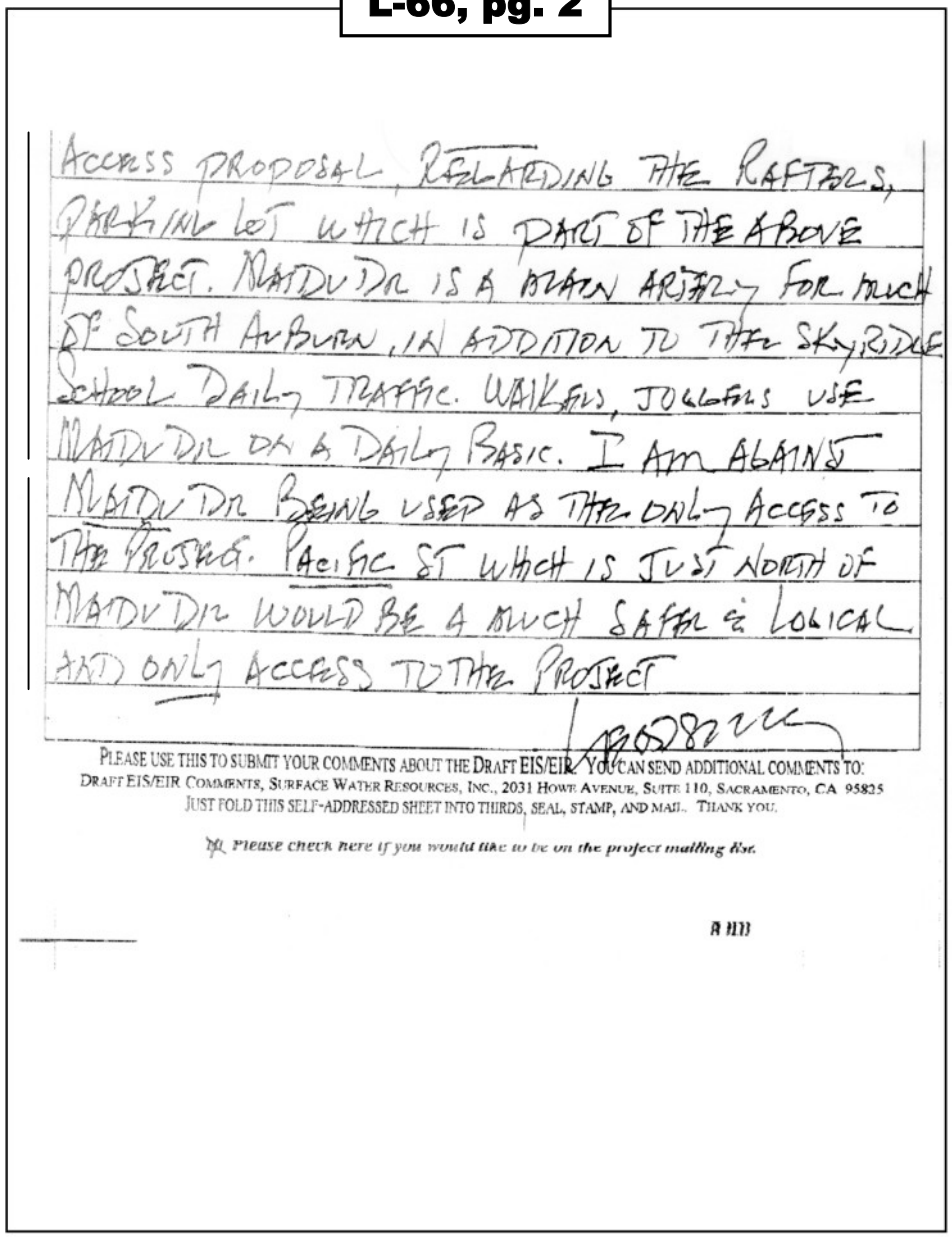
A

A. Please refer to Master Response 3.1.6, Public River Access Features and Master Response 3.1.9, Fire Management.

L-66, pg. 2

A

B



ACCESS PROPOSAL REGARDING THE RAFTERS, PARKING LOT WHICH IS PART OF THE ABOVE PROJECT. MAIDU DR IS A MAIN ARTERY FOR MUCH OF SOUTH AUBURN, IN ADDITION TO THE SKYRIDGE SCHOOL DAILY TRAFFIC. WALKERS, JOGGERS USE MAIDU DR ON A DAILY BASIC. I AM AGAINST MAIDU DR BEING USED AS THE ONLY ACCESS TO THE PROJECT. PACIFIC ST WHICH IS JUST NORTH OF MAIDU DR WOULD BE A MUCH SAFER & LOGICAL AND ONLY ACCESS TO THE PROJECT

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

☒ Please check here if you would like to be on the project mailing list.

B. Please refer to Master Response 3.1.10, Project Access.

L-67

1835 Franklin Road
Carson City, NV 89706
(775) 883-1698
eltigre@powernet.net

Thomas E. Gray

October 18, 2001

American River Pump Station Project

Draft EIS/EIR Comments

Surface Water Resources

2031 Howe Avenue, Suite 110

Sacramento, CA 95825

Dear Sir or Madam:

A Please include this letter as a comment on the Draft EIS/EIR for the American River Pump Station Project. I fully support the "Mid-Channel Diversion Alternative." The key points of this alternative are closure of the Auburn Dam diversion tunnel, and restoration of boatable conditions and flows to the now dry reach of the river.

I have been a private kayaker and rafter now for twelve years, and consider it a great shame that I have never had the opportunity to run the Confluence Parkway -- the long-closed reach of the American River from the confluence of the North and Middle Forks of the American River to the Folsom Reservoir. And now, with my daughter turning six, I am looking for mellow rafting runs like the Confluence Parkway, that we can enjoy together. Please don't prevent my daughter and the rest of her generation from experiencing the joy of floating this river. The Auburn Dam is unnecessary for flood control or power; therefore its construction would be purely for profit. This would be very shortsighted, indeed. I say that we can get more out of this river by returning its management to nature.

Sincerely,

Thomas E. Gray
Kayaker, Rafter, and California Registered Geologist #6375

A. Project support noted.

L-68

The American River
Pump Station Project, Draft EIS/EIR Comments, Surface Water Resources, 2031
Howe Avenue Suite 110, Sacramento, CA 95825.

October 3, 2001

People,

A I understand the Bureau and the Agency are seeking public comment on the CLOSE THE AUBURN DAM DIVERSION TUNNEL AND RESTORE THE AMERICAN RIVER restoration proposal.

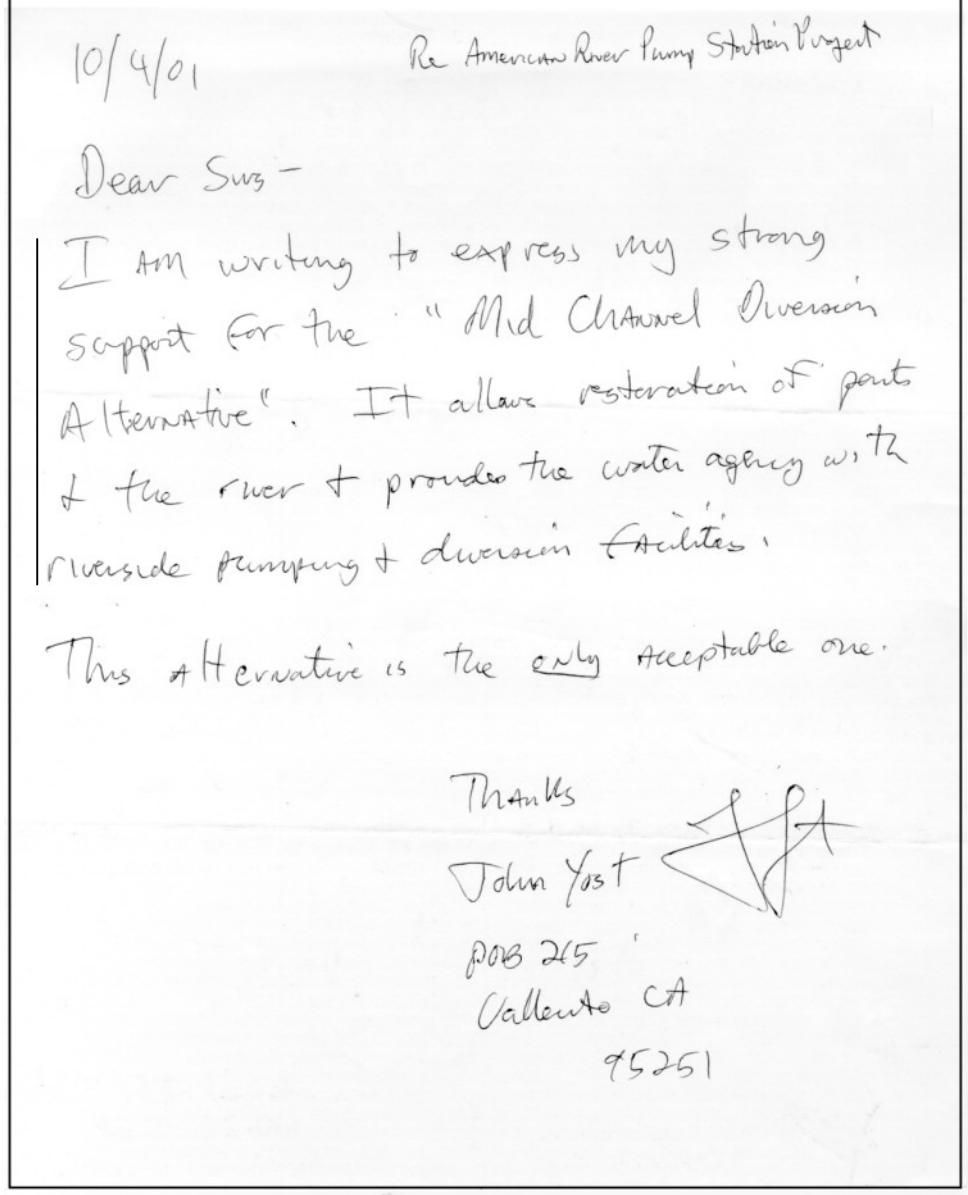
The preferred alternative restores BOATABLE CONDITIONS AND FLOWS to this now dry reach of river, and begins to set the stage to provide public access to the Confluence Parkway - the long closed reach of the American River from the confluence of the North and Middle Forks of the American River to Folsom Reservoir. I strongly approve of the Bureau's preferred alternative; the "Mid-Channel Diversion Alternative," which is also supported by Friends of the River.

Thank you,

Diane Monson

A. Project support noted.

L-69



10/4/01

Re American River Pump Station Project

Dear Sirs -

I am writing to express my strong support for the "Mid Channel Diversion Alternative". It allows restoration of parts of the river & provides the water agency with riverside pumping & diversion facilities.

This Alternative is the only acceptable one.

Thanks

John Yost

POB 215

Valley to CA

95251

A

A. Project support noted.

L-70

Eric Arons
410 Elizabeth St.
San Francisco, CA 94114

4 October, 2001

The American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources
2031 Howe Avenue Suite 110
Sacramento, CA 95825

To whom it may concern,

A I am writing regarding the Tunnel & Pump Station Draft EIR/EIS. I would like to enter into the public record that I support the BLM's preferred alternative, also known as the "Mid-Channel Diversion Alternative." This alternative restores boatable conditions and flows to this now dry reach of river, and begins to set the stage to provide public access to the Confluence Parkway - the long closed reach of the American River from the confluence of the North and Middle Forks of the American River to Folsom Reservoir. As a recreational boater and lover of nature, I believe it is high time the diversion tunnel was closed, and the river was returned to its natural state, thus ending the boondoggle that is the Auburn Dam.

Sincerely,

Eric Arons

- 1 -

A. Project support noted.

L-71

14 Manteca Court
Sacramento, CA 95831

October 8, 2001

American River Pump Station Project, Draft EIS/EIR Comments
Surface Water Resources
2031 Howe Avenue, Ste.#110
Sacramento, Ca 95825

Re: Mid-Channel Diversion Alternative

Dear Sirs:

A I am in favor of the preferred alternative. I strongly support the proposed restoration of the American River. I urge you to take advantage of this opportunity to restore a free flowing American River.

Thanks for your attention to this matter.

Sincerely,

Steve Healow

A. Project support noted.

L-72

October 18, 2001

RE: American River Tunnel Closure- Support Closure and Restoration

To whom it may concern:

I would like to register my support for closure of the diversion tunnel on the North Fork American River. I understand public comment is now being solicited. Please consider this letter as my official comments and enter it into the official record.

A

I support the preferred alternative (the "Mid-Channel Diversion Alternative") because it will return water to the natural riverbed and restore the river channel, as well as close the tunnel. The other alternatives proposed offer no river restoration and no tunnel closure.

The preferred alternative also restores boatable conditions and flows to this now-dry reach of river, and begins to set the stage to provide public access to the Confluence Parkway - the long closed reach of the American River from the confluence of the North and Middle Forks of the American River to Folsom Reservoir.

I have spent some time hiking the area and would like to see water returned to its natural course. I was in the area Sept of '98 & '99 and really enjoyed the hiking opportunities. This is a fantastic area and the diversion tunnel should be closed. .I feel most of us (hikers, bikers, boaters) agree on this issue and would bring added tourist dollars to the area.

It is time to restore the river so that everyone can use it again. Thank you for considering my input.

Sincerely,

Scott Olsen

Scott Olsen

8512 E 24th Pl
Tulsa, Okla]

A. Project support noted.

L-73

The American River Pump Station Project,
Draft EIS/EIR Comments
Surface Water Resources
2031Howe Avenue Suite 110
Sacramento, CA 95825

10/23/01

A

As an avid paddler, hiker, and horseback rider in the American River area, I urge you to approve the "Mid-Channel Diversion Alternative". The other alternatives proposed offer NO river restoration and NO tunnel closure.

PLEASE CLOSE THE AUBURN DAM DIVERSION TUNNEL AND RESTORE THE AMERICAN RIVER at the Auburn Dam construction site to its natural channel, and also provide the water agency with riverside pumping and diversion facilities to supply water to customers in Placer County.

This preferred alternative also restores BOATABLE CONDITIONS AND FLOWS to this now dry reach of river, and begins to set the stage to provide public access to the Confluence Parkway.

Please let me know of future actions on this issue.

Thank you,
Suzanne Ferroggiaro
9270 Oak Leaf Way
Granite Bay, CA 95746

A. Project support noted.

L-74

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Ken Magee
ADDRESS:	13165 Lamborn Lane
CITY/STATE/ZIP:	Auburn CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A The Mid-Channel Diversion should be restored to the original flow and close the diversion tunnel so PCWA can set up permanent pump stations. To provide the needed water resources for the area.

Thank you
Ken Magee

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ ***Please check here if you would like to be on the project mailing list.***

A. Project support noted.

L-75

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Jim Ewing
ADDRESS:	10425 Blue Light Ln
CITY/STATE/ZIP:	Auburn, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-886-8569
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

10-16-01

A I support the Amer. River Pump Station & River Restoration Project - I hope you do too - J. Ewing

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

☐ ***Please check here if you would like to be on the project mailing list.***

A. Project support noted.

L-76

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Marla Jensen
ADDRESS:	10425 Blue Light Lane
CITY/STATE/ZIP:	Auburn, Ca. 95603
BUSINESS AND/OR HOME PHONE/FAX:	(530) 823-7017
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

10/16/01

A I am voicing my support for the American River Pump Station & River Restoration Project.

Please support this too.

Marla Jensen

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

☐ ***Please check here if you would like to be on the project mailing list.***

A. Project support noted.

L-77

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	BOBBY TUDSBURY
ADDRESS:	250 HAINES RD
CITY/STATE/ZIP:	AUBURN CA 95602
BUSINESS AND/OR HOME PHONE/FAX:	530 878-7949
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A I like the "mid-channel" diversion Alternative of the "American River Pump Station" Project I support.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ ***Please check here if you would like to be on the project mailing list.***

A. Project support noted.

L-78

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Fran Haynes
ADDRESS:	2235 Hidden Acre Rd.
CITY/STATE/ZIP:	Meadow Vista, Ca. 95722
BUSINESS AND/OR HOME PHONE/FAX:	530-878-0228
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A Please let the American River run by supporting the mid channel alternative.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ ***Please check here if you would like to be on the project mailing list.***

A. Project support noted.

L-79

Patrick Huber
721 E. 11th St.
Davis, CA 95616

Dear Bureau of Reclamation:

A

I would like to take this opportunity to comment on the future of the American River. As a resident of the Sacramento area, I have a great desire to see the future health of such an outstanding natural place like the American River. It is one of our greatest natural treasures in this area. A plan to restore it to more natural conditions is a timely and appropriate idea. As such, I fully support the "Mid-Channel Diversion Alternative" being proposed by BuRec and the Placer County Water Agency. In these days of massive human expansion in the I-80 and US 50 corridors, the American River is a vital natural pathway for animal populations traveling between the Central Valley and higher Sierra Nevadas. Any action that maintains or increases this use is welcome and necessary if we are to have any possibility of maintaining natural communities in the years to come.

Sincerely,

Patrick Huber

A. Project support noted.

L-80

4 November 2001

American River Pump Station Project
Draft EIS/EIR Comments
c/o Surface Water Resources, Inc.
2031 Howe Ave. Ste. 110
Sacramento CA 95825

To Whom It May Concern:

A As a long-time resident of Auburn and a daily user of the recreational opportunities in the American River Canyon, I support the "Preferred Alternative" (the "Mid-Channel Diversion Alternative") for the American River, from the confluence of the north and middle forks to Folsom Reservoir. It is crucial to return the river to its natural state and allow recreational access.

B A footbridge connecting the trails at the confluence would also be wonderful.

Thank you for your consideration.

Sincerely,

Linda F. Yaffe

Linda Frederick Yaffe (author, High Trail Cookery and The Well-Organized Camper)
PO Box 4820
Auburn CA 95604-4820

email: sly@vfr.net

A. Project support noted.

B. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-81

Kelsey Schwind
239 Ross St.
Santa Cruz, CA 95060

American River Pump Station Project
Draft EIS/EIR Comments, Surface Water Resources
2031 Howe Avenue Suite 110
Sacramento, CA 95825.

11/6/2001

To Whom It May Concern:

The Bureau of Reclamation and the Placer County Water Agency released their long awaited proposal to close the Auburn Dam Diversion Tunnel and restore the American River at the Auburn Dam construction site to its natural channel, while at the same time providing the water agency with riverside pumping and diversion facilities to supply water to customers in Placer County.

A

I am writing to voice my support for this "Mid-Channel Diversion Alternative," which restores boatable conditions and flows to this now dry reach of river, and begins to set the stage to provide public access to the Confluence Parkway. It is time to move on from the impractical and unsafe plans of the Auburn Dam, the proposed site of which crosses an earthquake fault line, itself may contribute to earthquakes, and may turn into a potential terrorist target.

If the Bureau adopts this restoration plan, additional plans to develop a comprehensive public access and resource management plan are expected to be developed by the California Department of Parks and Recreation and the U.S. Department of the Interior. All these improvements will bring more recreational opportunities and sales tax revenue to the area.

The proposed restoration of the American River has widespread and enthusiastic public support. Let's have a restored and free flowing American River!

Sincerely,

Kelsey Schwind, California native and river boater

A. Project support noted.

L-82

403 Gold Street
Auburn, CA 95603
December 11, 2001

RECEIVED
PCWA
DEC 13 2001
ENGINEERING DEPT.

Placer County Water Agency
144 Ferguson Road
Auburn, CA 95603

RE: Environmental Impact Report-Pumping Station/American River
and Proposed Road Passage and Parking for Future Recreational Use

Gentlemen:

We are writing to notify you of our concerns regarding several of the proposed recreation aspects associated with the permanent installation of water pumps on the American River at the Auburn Dam site.

A Our first concern is fire. As residents of Auburn living on the canyon we are very fearful of fire. We watched from our home as the helicopters fought the canyon fire this past year. We feel you will be placing our homes and families in extreme jeopardy with the inclusion of two parking lots and the associated traffic using the ingress and egress on the river for "rafters." This plan for parking is not needed, in our opinion.

B We wish to go on record in opposition to the construction of both of the proposed parking lots, which were discussed at the Auburn City Council meeting on December 10, 2001. We believe that section of the river does not necessitate a "take-out" for river rafters after they float/raft a mere four miles of class II rapids, with the put-in being at the confluence of the north and middle forks of the American River, as stated at the aforementioned meeting.

C We are also concerned by the proposal to use Pacific Avenue as the main thoroughfare to reach such "take-out" site. The extension of Pacific Avenue into the canyon is used by hikers, bikers, horse riders and the general population, not to mention the high usage of the Auburn Recreation District's Railhead Park and the skate park both located on Pacific Avenue. By using Pacific Avenue and its extension into the canyon as your main river access you would be literally destroying its current capacity for use by all these

A. Please refer to Master Response 3.1.9, Fire Management.

B. Please refer to Master Response 3.1.6, Public River Access Features.

C. Please refer to Master Response 3.1.10, Project Access.

L-82, pg. 2

recreational users. This would be a tragedy for all of us who spend so much time at the parks and in the canyon.

D

My husband and I are, and have been, river rafters for the past fourteen years. We raft locally and travel the western portion of the United States to raft. We are of the mind that rafters using this portion of the river during the summer, when the flow from Oxbow reaches this stretch of river during the afternoon, will not have a five mile "flat water" row out to reach Rattlesnake Bar, as was stated at the Auburn City Council meeting. The flow will carry rafters much farther down the river because of lowered water levels of Folsom Lake during the summer, thus the Rattlesnake Bar take-out is a viable, and much more desirable, alternative to the proposed Auburn take-out.

A,C (Repeat)

It is our opinion that plans for ingress and egress to the river and parking as referenced at the City Council presentation using either Pacific Avenue or Maidu Drive has been inadequately addressed. Fire in Auburn is of paramount proportions and should not be taken lightly. There are far too many variables and unanswered questions to even consider this facet of the plans in conjunction with the permanent pumping station. We believe you should shelve these plans immediately.

Please proceed with this project very, very carefully, as Auburn has a great deal to lose, and will continue to lose for a very long time if your decisions are erroneous. Please delete these projects completely from your plans for a permanent pumping station, immediately.

Yours truly,

John Rietjens

Heidi Rietjens

D. Please refer to Master Response 3.1.6, Public River Access Features for an explanation regarding the State of California's interest in providing a river take-out above Rattlesnake Bar.

L-83

November 7, 2001

Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

Dear Water Resources Staff:

A As a resident of the Georgetown Divide, and a person who has spent 20 years hiking in the American River Canyons, I am pleased to see a plan for the North Fork Canyon that promotes river restoration and tunnel closure. I strongly support the "Preferred Alternative."

Sincerely,

Carol von Borstel

Carol von Borstel
P.O. Box 959
Georgetown, CA, 95634

A. Project support noted.

L-84

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	MARTHA CADENASSO
ADDRESS:	1720 Vista Del Monte
CITY/STATE/ZIP:	Auburn, CA 95060
BUSINESS AND/OR HOME PHONE/FAX:	530-889-1872
ORGANIZATION (IF APPLICABLE):	N/A

COMMENTS:

A I support building of pump station and restoration of the damn site river area.

B I oppose opening of this area to public motor vehicle use because:
- it would interfer with the current recreational use of area involving hiking, running trails, bikings and equestrain use of roads and trails.

Sincerely,

Martha J Cadenasso

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ ***Please check here if you would like to be on the project mailing list.***

A. Project support noted.

B. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail and Master Response 3.1.6, Public River Access Features.

L-85

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Richard Cadenasso
ADDRESS:	1720 Vista Del Monte
CITY/STATE/ZIP:	Auburn, CA 95060
BUSINESS AND/OR HOME PHONE/FAX:	530-885-1872
ORGANIZATION (IF APPLICABLE):	N/A

COMMENTS:

A I support building of pump station and restoration of dam site river bed.

B I oppose opening of that area to motor vehicle usage (public) because it would conflict with current recreational uses associated with:
- Hiking
- Running of roads + trails.
- equestrian use of roads + trails

Sincerely,
Richard B Cadenasso

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ ***Please check here if you would like to be on the project mailing list.***

A. Project support noted.

B. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail and Master Response 3.1.6, Public River Access Features.

L-86

November 8, 2001

American River Pump Station Project
Draft EIS/EIR Comments, Surface Water Resources
2031 Howe Avenue Suite 110
Sacramento, CA 95825

RE: Comments on said project

To whom it May Concern,

A I write this letter as an Auburn resident who attended the public hearing on the American River Pump Station Project. I would like to express my comments for the record. I appreciate all the work you have done to plan this project.

I am in support of the mid-channel diversion alternative. I want to see this go into effect so that the old riverbed can be restored. I also want to see the huge mess from the cofferdam failure cleaned up. I also support the access that may be provided to the American River Confluence parkway.

B There is one aspect of the plan that seems vague: the actual tunnel closure. It was stated at the hearing that the plan is to cover it up with rocks, but not fill it in. I want to see it filled in. I urge you to consider this option.

It is exciting to think that in a few years, that stretch of the American River will be returned to its original flow.

Thank you for your consideration.

Sincerely,

Julie M O'Connor

Julie Mitchell O'Connor

A. Project support noted.

B. As described in the Draft EIS/EIR (page 2-21) the bypass tunnel closure design would allow closure for an indefinite period of time; however, it would allow for readily reopening the tunnel in the event that Congress reauthorizes the Auburn Dam project. Filling the tunnel, or installing a concrete plug would accomplish the safety objectives, but would make it more difficult and more costly to reopen the tunnel at a later date, if needed.

L-87

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue
Sacramento, CA 95825

RE: **Coffer Dam area trails in Auburn CA**

I am writing ***to implore you*** to add a **bridge crossing** from Auburn to Cool to the American River Pump Station Project. Additionally **I am begging you to add dirt trails alongside the roads** that you are paving so those trails aren't lost as well.

The Coffer Dam site is one of the few places where several trails merge and provide access to other trail systems (the Western States trail in Auburn, the Olmstead trail in Cool, and the Maidu area trails). If the PCWA river project doesn't include a bridge in your plan now, it

A ***will never happen*** and we will lose the Coffer Dam area trails, three of our best training hills, and a major trail system connection FOREVER.

Several thousand hikers, outdoor enthusiasts, equestrians, mountain bikers, and runners use these trails annually. If the Auburn-to-Cool trail is closed, the treacherous canyon trail to 'no-hands' bridge (Western States Trail) will become overcrowded - presenting a seriously dangerous situation. This trail was not designed to handle the kind of traffic that the Coffer Dam trails can. The trails are narrow and the drop-offs are steep, rocky, and several hundred feet high. People and horses will be at a much greater risk for potentially deadly accidents involving collisions and falls.

The Auburn-to-Cool trail loss is not just a trail, but also a merging of 3 canyon hills where athletes have been training for years. Runners and equestrians will no longer have these hills for training for the world famous 100-mile Western States run, the 100-mile Tevis endurance race, or other events. Auburn is proud to host the finish lines of both of these and other prestigious races.

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-87, pg. 2

A (cont)

Mountain biking access to the American River Canyon below Auburn is already limited. In fact, the Auburn-to-Cool trail is the only access they have to the trails in Cool from Auburn. It is not fair to take their only access route away from them. The canyon represents many user groups that include water use AND land use. The PCWA project needs to support all canyon user groups and recognize the value of keeping the canyon access available to everyone.

Most people want to share in the joy and celebration of opening the river back to its natural course. We are asking PCWA to do the right thing and not take away the use of precious and beautiful canyon trails from our community. This can be achieved by building a bridge a small price to pay when compared to the overall $31 million project budget. **A small price to pay compared to the permanent loss of trails that thousands of people have been using for years.**

Thank you for this opportunity to comment.

Patricia and Robert Peterson
7050 Morningside Drive
Granite Bay, Ca. 95746



L-88

October 31, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue
Sacramento, CA 95825

Dear Sir or Madam;

Thank you for letting me respond to the PWCA American River Pump Station and Restoration Project. I have lived in the Auburn/Greenwood area for twenty-five years. My property backs up to Bureau land and I am a current runner, mountain biker and equestrian.

I understand the need for additional water for Placer County, but should the public lose recreational uses because of this. The Placer County planners are to blame for the influx of people (new residential building). There are just too many people in the county. The State Attorney General said that the Diversion Tunnel must be closed for safety reasons. I believe that he was pressured by the rafter community to close the tunnel and restore the river to its' natural flow. With these two items the consultant's proposal is based on water recreation and completely left out other recreation users. This proposal also states that California Department of Parks and Recreation will supply the enforcement in this new area. ASRA currently does not have the rangers to provide enforcement for the existing area. With this new project they will need to increase their staff. There needs to be monies included in this proposal for additional staffing in the ASRA. **A**

Instead of going with the consultants proposed project, maybe you should look at Alternative 1 (Upstream Pumping Location). Also, could you consider a downstream pumping station and block the tunnel with some type of protective screen. I am sure there have been other similar projects that have used protective screening for tunnels. **B**

I am for restoring the river to its' natural state but am against eliminating the trail from Auburn to Cool. This project will satisfy one user group (rafters) and close the current trail used by Mountain Bikers, Runners and Equestrians. If this project proceeds there must be a bridge constructed to replace the lost trail. **C**

Respectively,

R. Joseph Larkin
2550 Hoboken Creek Road
Greenwood CA 95635

cc:
Jacqueline Ball
Jill Dampier
James Micheaels

A. Please refer to Master Response 3.1.2, American River Pump Station Project Funding.

B. The lead agency decision-makers have the option of selecting the Proposed Project, one of the alternatives (including No Project/No Action) or some other combination. Downstream locations for a pump station were considered and evaluated in the 1997 Value Planning Study. These alternatives were found to be either technically, economically, or environmentally inferior to the alternatives selected for evaluation in the Draft EIS/EIR. Alternative ways of eliminating the safety hazards of the tunnel were also evaluated in the value planning study, including protective screens, and none of the alternatives were found satisfactory except for blocking the tunnel. Another safety concern associated with screening the tunnel entrance is that the screen itself would be a hazard to boaters and swimmers because people in the water could get stuck or tangled on the screen and trapped underwater. Additionally, screening the tunnel would not meet the federal and state project objective of restoring the river channel. Furthermore, any effort to screen the tunnel inlet would involve constructing a "trash rack" of structural steel that would be strong enough to withstand impacts from logs and the forces exerted when smaller debris backs up. Such a screening device would necessitate constant cleaning of the debris that would collect at the tunnel inlet. Furthermore, impacts from logs and other debris have previously resulted in flow-related problems. Accumulation of these materials in front of the tunnel would create a potential public safety hazard.

C. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-89

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	JOHN REED
ADDRESS:	1695 VISTA DEL MONTE
CITY/STATE/ZIP:	AUBURN CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-887-9305
ORGANIZATION (IF APPLICABLE):	HOMEOWNER

COMMENTS:

A

MY HOME BACKS UP TO MAIDU DRIVE.
PLEASE CONSIDER ROUTING CONSTRUCTION TRAFFIC TO THE PACIFIC STREET ACCESS AS WELL AS A FUTURE CONTROL POINT FOR PARK USE.
MAIDU DRIVE IS ALREADY ADVERSELY IMPACTED BY JUST HAVING THE PCWA CORPORATION YARD THERE. ROAD NOISE HAS REALLY INCREASED SINCE.
PACIFIC STREET ACCESS IS MUCH CLOSER TO AUBURN-FOLSOM ROAD AND WOULD IMPACT FAR LESS RESIDENTS.
THIS WOULD BE A VIABLE & EASY CHANGE.
INCREASED TRAFFIC ON MAIDU ALSO POSES A CONSIDERABLE SAFETY RISK TO CHILDREN CROSSING MAIDU ON THERE WAY TO SKYRIDGE SCHOOL!

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☒ ***Please check here if you would like to be on the project mailing list.***

A. Please refer to Master Response 3.1.10, Project Access and Master Response 3.1.6, Public River Access Features.

L-90

TMG Group, L.L.C. 267B Silver Bend Way Auburn, Ca. 95603
(800) 431-7030
(530) 887-9298
(530) 887-8226 fax
email: tmggroup@jps.net

November 7, 2001

To Whom It May Concern,

A I have been a vehement opponent of Auburn Dam for 20 years, and am glad to see consideration given to restoring the river to its former state.

Put me down as being strongly in favor of returning the North Fork American to boatable conditions and flows. I believe this preferred alternative is called the Mid Channel Diversion Alternative. Thanks.

Sincerely,

Randy Porpiglia

RANDY PORPIGLIA

A. Project support noted.

L-91

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Mr & Mrs Michael Spinosa
ADDRESS:	11165 Rosemary Drive
CITY/STATE/ZIP:	Auburn, Ca 95603
BUSINESS AND/OR HOME PHONE/FAX:	888-9265
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

We do not object to the river returning to its original
status, nor do we object to the pumping station. We do,
however object to the recreational facilities being
A planned. The Pacific Ho- overlook area would seem
more desirable since there are not many residences
B around there, nor a school. The fire hazard is
another consideration at the end of Maidu since were
already had serious fires there. Another reason we
C object is the proximity of the school close by
as well as the many homes all around the area
Traffic would become a major problem as well as
noise, crime such as vandalism. We suggest
since there are other options along the river to
check on to places where there is less population.
Everyone in this area is definitely against this project &
we will do all we can to stop it from being built.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

☑ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.10, Project Access.

B. Please refer to Master Response 3.1.9, Fire Management.

C. Please refer to Master Response 3.1.6, Public River Access Features.

L-92

Bay Area Trails Preservation Council

November 6, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue
Suite 110
Sacramento, CA 95825

I am writing on behalf of the members of the Bay Area Trails Preservation Council. While the majority of our members reside in counties that make up the greater San Francisco Bay Area, we actively and routinely frequent recreational areas in the Gold Country hiking, horseback riding, mountain biking and pursuing various water sports.

The Auburn/Cool area is an especially popular destination, being only a couple hours drive from most Bay Area communities. The news that recreation in this area could experience severe restrictions due to the proposed project caused us great concern.

The presence of the Western States Trail alone draws a large number of individuals. Many of the participants of both the Western States run and the Tevis Cup ride reside in the Bay Area. They condition and train on the Westerns States Trail year round.

A We urge you to take whatever steps are necessary to minimize any impact on currect recreational opportunities. This is an important and prime recreation destination for a large part of Northern California.

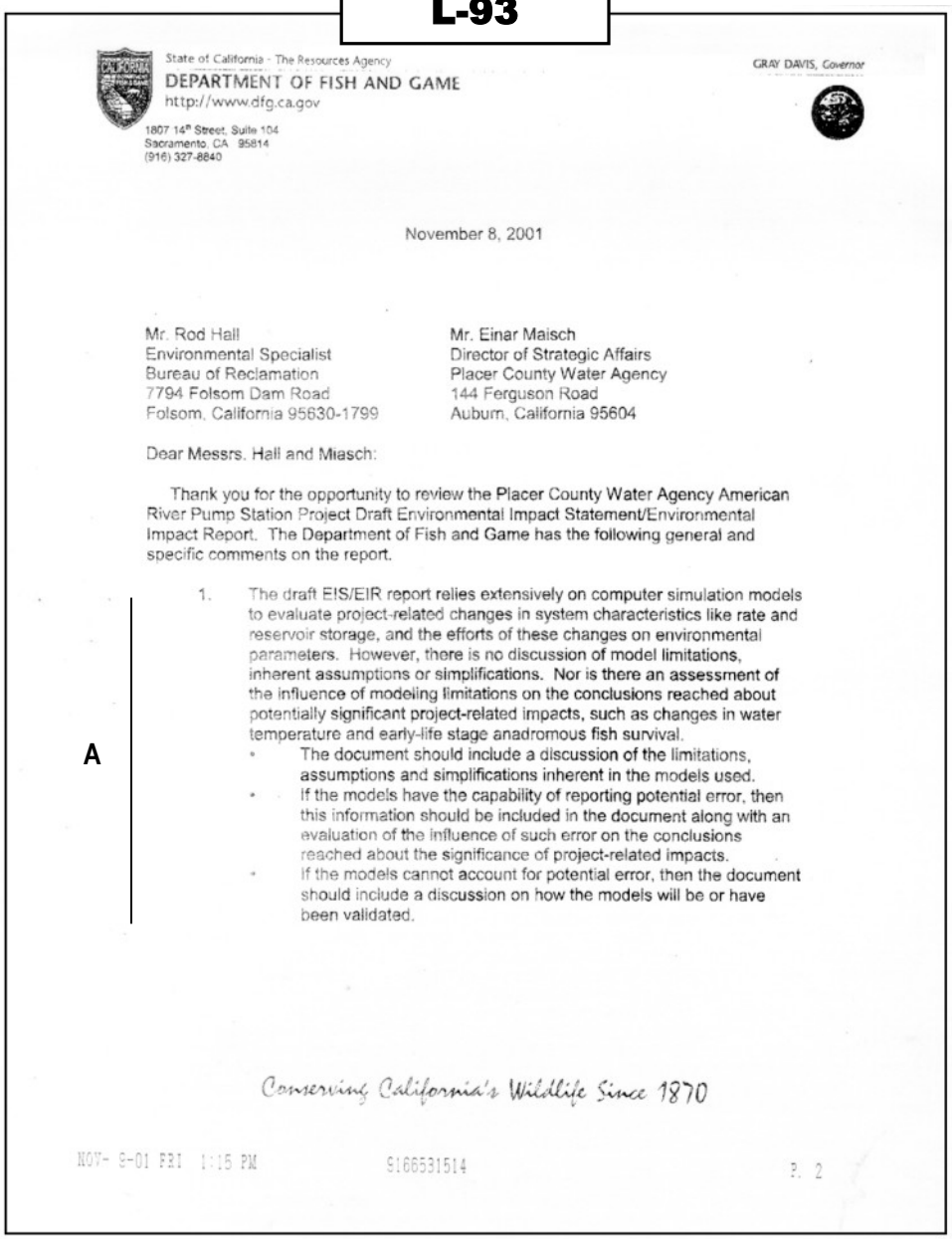
Most Sincerely,

Nancy Sandy
President

P.O. Box 153
Corte Madera, CA 94976

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-93



State of California - The Resources Agency
DEPARTMENT OF FISH AND GAME
http://www.dfg.ca.gov

GRAY DAVIS, Governor

1807 14th Street, Suite 104
Sacramento, CA 95814
(916) 327-8840

November 8, 2001

Mr. Rod Hall
Environmental Specialist
Bureau of Reclamation
7794 Folsom Dam Road
Folsom, California 95630-1799

Mr. Einar Maisch
Director of Strategic Affairs
Placer County Water Agency
144 Ferguson Road
Auburn, California 95604

Dear Messrs. Hall and Maisch:

Thank you for the opportunity to review the Placer County Water Agency American River Pump Station Project Draft Environmental Impact Statement/Environmental Impact Report. The Department of Fish and Game has the following general and specific comments on the report.

1. The draft EIS/EIR report relies extensively on computer simulation models to evaluate project-related changes in system characteristics like rate and reservoir storage, and the efforts of these changes on environmental parameters. However, there is no discussion of model limitations, inherent assumptions or simplifications. Nor is there an assessment of the influence of modeling limitations on the conclusions reached about potentially significant project-related impacts, such as changes in water temperature and early-life stage anadromous fish survival.
   - The document should include a discussion of the limitations, assumptions and simplifications inherent in the models used.
   - If the models have the capability of reporting potential error, then this information should be included in the document along with an evaluation of the influence of such error on the conclusions reached about the significance of project-related impacts.
   - If the models cannot account for potential error, then the document should include a discussion on how the models will be or have been validated.

A

Conserving California's Wildlife Since 1870

NOV- 9-01 FRI 1:15 PM 9166531514 P. 2

A. A discussion of the assumptions, limitations, and simplifications inherent in the modeling techniques utilized in the fish resources impact analyses can be found in the Draft EIS/EIR (pages 3-57 and 3-58).

Modeling represents the traditional approach to analyzing complex, long-term water distribution issues in California, but the modeling outputs can only serve as planning tools. The modeling outputs used in the Draft EIS/EIR analyses can be used only for comparative purposes, in which the relative potential impacts of two management actions (alternatives) can be evaluated. As stated in the Draft EIS/EIR (pg. 357), modeling outputs used in the analyses are not intended for predicting actual river conditions at specific locations at specific times. Therefore, the implication in the comment that validation of modeling outputs with actual future river conditions is inconsistent with the intended use of model ouputs solely as comparison of alternative operational scenarios.

B. The PROSIM and the water temperature models utilized in the impact analysis in the Draft EIS/EIR use mean monthly flows and water temperatures. The models do not allow for the quantification of daily flow and water temperature changes. While a model using daily timesteps may provide a greater degree of sensitivity, at this time, such a model does not exist. Therefore, the flow and water temperature models are not intended to predict actual conditions which may exist under a project scenario. Rather, the PROSIM and water temperature models are employed to provide a "relative index" for the potential impacts of two separate project scenarios. Biases are equal among alternatives and therefore allow the public and decision-makers to make meaningful comparisons of alternatives. A description of the model assumptions, limitations, and simplifications can be found in the Draft EIS/EIR on pages 3-57 and 3-58.

The PROSIM and temperature models represent the best tool available and an accepted method of comparing potential actions and alternatives. For example, resource agencies utilize similar monthly timestep models in their analyses of potential impacts when preparing biological opinions. In addition, USFWS recently utilized a PROSIM modeling technique to evaluate water resources impacts in the Trinity River Mainstem Fishery Restoration DEIS/EIR.

The use of monthly timestep models is appropriate for the discussion of impacts in a comparative manner. Creating an entirely new approach, or to have analyzed impacts in an entirely qualitative fashion would not have been sufficient. Absent any suggested better method, the extensive modeling of the project scenarios is adequate for the NEPA and CEQA-related impact assessments of the Proposed Project and alternatives. The materials and analysis presented in the Draft EIS/EIR utilize the best available scientific information and methodologies to assess potential project-related impacts.

L-93, pg. 2

B

2. The draft EIS/EIR report evaluates all project-related changes to water temperature and water flow in terms of mean monthly values. Mean monthly values can obscure potentially significant variations in both parameters.
   - We recognize that daily flow and temperature data may not be available for all water bodies in the area of potential project impact or for the entire 69-year period of record considered. However, wherever daily data is available - for example, on the lower American River - it should be used to evaluate and compare modeled results and conclusions about project impacts on the critical life stages of the species of concern.

C

3. Page 2-44, Section 2.4, Table 2-7, Summary of Alternatives and Impacts:
   - The term "***Cumulative Conditions***," is defined further along in the document as including all reasonably foreseeable future actions and/or probable future projects. The term should be defined here as well.

D

4. Page 3-16, paragraph 1: "The goal is to develop a flow release pattern that more closely matches the needs of ***anadromous fish,*** which need more cool water in the fall and ***are not present in the American River in the summer.***"
   - Steelhead are present in the river year round. This fact should be acknowledged by replacing "anadromous fish" with "chinook salmon."

E

5. Page 3-43, paragraph 2: "PCWA return flows ***at the confluence between the American and Sacramento River*** would alter the water balance downstream, which may result in a reduction of required Folsom Reservoir releases."
   - PCWA return flows are via the Natomas East Main Canal to the Natomas Cross Canal, which returns to the Sacramento River just Downstream of the Feather River not the American River confluence.

C. Clarification regarding the impact and environmental protection measures summary table is provided in the Final EIS/EIR, Chapter 2.0, Description of Alternatives. This change does not alter the conclusions presented in the Draft EIS/EIR.

D. The goal presented in the Draft EIS/EIR (pg. 3-16, paragraph 1) is not correct. The actual goal of the lower American River Flow Management Plan is to increase the minimum release requirement for the river in conjunction with establishing an adaptive management process for Folsom Reservoir and lower American River operations, geared toward the protection and enhancement of fish species of priority management concern. Chapter 3.0, Section 3.3.2.1, Hydrologic Framework, Lower American River, (pages 3-15 to 3-16) includes this correction. This change does not alter the conclusions presented in the Draft EIS/EIR.

E. Information regarding PCWA's return flows has been corrected in the Final EIS/EIR, Chapter 3.0, Section 3.4, Water Supply. This change does not alter the conclusions presented in the Draft EIS/EIR.

L-93, pg. 3

If you have questions about these comments or require additional information, please contact Kris Vyverberg, Engineering Geologist-Fisheries Engineering Program, at (916)653-8711.

Sincerely,

Larry Week

Larry Week, Chief
Native Anadromous Fish and Watershed Branch

cc: The Resources Agency
Tim Ramirez
1416 Ninth Street, Suite 1311
Sacramento, Ca. 95814

Department of Fish and Game
Sacramento Valley and Central Sierra Region
Banky Curtis
John Hiscox
1701 Nimbus Road
Rancho Cordova, Ca. 95670

Department of Fish and Game
Headquarters
Diana Jacobs, Directorate
Gail Newton, NAFWB
Jim Steele, NAFWB
Kris Vyberberg, NAFWB
1416 Ninth Street, 12th Floor
Sacramento, Ca. 95814

Department of Parks and Recreation
Goldfields District
Jim Michaels
1416 Ninth Street
Sacramento, Ca. 95814

L-93, pg. 4

Department of Water Resources
Headquarters
Jonas Minton, Deputy Director
Bill Peach
1416 Ninth Street
P.O. Box 942835
Sacramento, Ca. 94514

L-94

State of California • The Resources Agency — Gray Davis, *Governor*
DEPARTMENT OF PARKS AND RECREATION — Rusty Areias, *Director*

Gold Fields District
7806 Folsom Auburn Road
Folsom, CA 95630
(916) 988-0205, FAX (916) 988-9062

November 9, 2001

Rod Hall, Environmental Specialist
Bureau of Reclamation
7794 Folsom Dam Road
Folsom, CA 95630-1799

Einar Maisch, Director of Strategic Affairs
Placer County Water Agency
144 Ferguson Road
Auburn, CA 95604

Re: American River Pump Station Project – Draft EIS/EIR Comments

Dear Sirs,

The Department of Parks and Recreation (DPR) has reviewed the draft EIS/EIR for the American River Pump Station Project. The Department supports the Proposed Project, the Mid-Channel Diversion, which meets all three of the project purposes. Those purposes are: 1.) Installing a permanent pump facility for Placer County Water Agency (PCWA); 2.) Eliminating the hazard of the diversion tunnel; And 3.) allowing for all pre-Auburn Dam construction beneficial uses of the de-watered section of river by restoring the river to it's historic channel.

The Department does have some specific concerns regarding the proposed project and the information and analysis in the draft EIS/EIR. Attached are the specific and detailed comments DPR has regarding this project and document. DPR has worked closely with the lead agencies on this project to date and looks forward to working with these agencies and the project consultants in addressing public concerns raised in the review of this document. Please contact the District Planner Jim Micheaels at (916) 988-0513 if you have questions regarding these comments. Thank you.

Sincerely,

Jacqueline Ball

Jacqueline Ball
District Superintendent
Gold Fields District

L-94, pg. 2

Cc: Carol Brown, Surface Water Resources, Inc
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

Ron Brean, Chief
Northern Field Division

Jill Dampier, Sector Superintendent
Auburn State Recreation Area

Tim Ramirez, Water Policy and Science Advisor
Resources Agency
State of California

L-94, pg. 3

Attachment: California Department of Parks and Recreation,
Gold Fields District, Auburn SRA

Comments on the
American River Pump Station Project – Draft EIS/EIR

Background
The American River Pump Station Project is located on the North Fork of the American River at the Auburn Dam site. The project has three objectives: 1.) To provide permanent facilities for the Placer County Water Agency (PCWA) to convey its water entitlement to the Auburn Ravine Tunnel; 2.) To eliminate the safety issue with the Auburn Dam bypass tunnel; and 3.) To restore the river to its pre-construction channel to allow all of the beneficial uses of the river in what is now a de-watered channel, including recreation, navigation, fish passage and other beneficial uses. A draft EIR/EIS was issued in August 2001 analyzing three alternatives for the project. The proposed project, the Mid-channel Diversion Alternative, would install the diversion in the middle of the restored river channel near the site of the failed coffer dam, close the tunnel and restore the river to it's pre-construction channel. As part of this alternative some minimal access for recreation would be created in the project area to safely accommodate and manage the river use that will occur as a result of the restored river. The No Action and Upstream Diversion Alternatives would not close the tunnel nor return the river to it's channel and hence would not meet all of the project purposes.

Department of Parks and Recreation Interest
The Auburn State Recreation Area (SRA) is managed by California State Parks through a lease agreement with the Bureau of Reclamation. The SRA includes most of the lands withdrawn for the proposed Auburn Dam and reservoir. The project area, the dam site, is not part of the lease area and is primarily closed to public use (approximately ½ mile upstream of the abutments and ½ mile below). Exceptions to this closure have been made for specific trails that pass through the area. The most recent direction for the management of Auburn SRA is provided in the Interim Resource Management Plan completed in 1992.

I. Support for the Proposed Project

A The Department supports the proposed project. Closure of the diversion tunnel and restoration of the river to its historic channel will provide many benefits to the natural resources and human uses of the Auburn SRA. The closure of the tunnel will eliminate the safety hazard this structure poses, and permit river recreation use below the confluence of the North and Middle Forks of the American River. This section of river has the potential to be a very popular recreation opportunity due to the character of the whitewater (Class 2), the high scenic quality of the canyon, and the proximity of the river segment to Auburn and the greater Sacramento metropolitan area. Returning the river to the de-watered channel will also benefit natural resources along the river including allowing fish passage (and the passage of other aquatic wildlife), creating the opportunity for the natural

A. Project support noted.

L-94, pg. 4

recovery of riparian vegetation and the re-establishment of riparian habitat for variety of wildlife species.

DPR fully supports the multiple objectives of the river restoration including restoration of the de-watered channel to appear and function like a natural river, enhancement of fish and wildlife habitat and providing recreation opportunities. DPR is also supportive of the proposed "Coanda Chute" diversion design that project consultants are developing. This diversion structure will allow the river to look and function like a natural river while still permitting PCWA to divert its water entitlement.

While DPR supports the primary elements of the proposed project, the Department does have a number of comments and concerns regarding the details of the proposed project and the environmental analysis in the DEIR/DEIS.

B

II. Description of the Alternatives

Alternative 3, the upstream diversion alternative (p. 2-29), was included as an alternative considered in detail even though it did not meet two of the three stated project purposes: closure of the diversion tunnel to eliminate the safety hazard it poses; and returning the river to its historic channel to allow all of the pre-Auburn Dam construction beneficial uses of the river to be realized. DPR is concerned that this alternative was considered in detail and yet is does not meet the project purposes.

C

III. Alternative 2, the Mid-Channel Diversion – Public River Access

The document adequately describes the vehicle access and parking proposed as part of the project (p. 2-24). While DPR believes public access is an important component of the project, DPR remains flexible regarding the location and extent of that access. DPR recognizes that a number of concerns have been raised by the public regarding the vehicle access component and looks forward to working with the project proponents to shape this portion of the proposal, as needed, to address relevant public concerns.

D

IV. Auburn State Recreation Area – Recreation Use

The document under estimates recreation use in the Auburn SRA in the Affected Environment (p. 3-201). DPR provided information indicating current use of the SRA was estimated to be 850,000 visitors. While the document does describe whitewater recreation use of the Middle Fork of the American, the document also does not correctly portray the importance of whitewater recreation use on the North Fork of the American (p. 3-202). Above Lake Clementine, from the Iowa Hill Bridge to the Ponderosa crossing the North Fork is an intensively used whitewater run in spring and early summer, both by private users and commercial outfitters. DPR has provided project consultants with more complete information regarding whitewater use in the area. The document also refers to three runs on the Middle Fork of the American River. The Tunnel Chute and Mammoth Bar runs are well established (Class IV and Class II respectively) runs

B. As indicated in the Draft EIS/EIR, the lead agencies acknowledge that the Upstream Diversion Alternative would not meet the river restoration or public river access objectives of the federal and state stakeholders. However, the lead agencies determined that the Upstream Diversion Alternative is an appropriate and viable option because the bypass tunnel and dewatered reach of the river remain part of an authorized federal action (Draft EIS/EIR, page 2-6). The Upstream Diversion is especially important for CEQA purposes. As CEQA lead agency, PCWA appropriately focused on the project purpose most directly affecting its own interests: the need for construction of a permanent pump station. Although PCWA has worked closely with Reclamation to prepare a joint CEQA/NEPA document addressing the related impacts associated with a joint program that involves a proposed tunnel closure, river restoration, and the construction of a permanent pump station, PCWA has no particular stake of its own in the first two of these objectives. It therefore made sense from a CEQA standpoint to address an alternative might be viable even if, for whatever reason, Reclamation and the State of California chose not to pursue the first two objectives. Even so, PCWA decision makers are under no obligation to insist upon an upstream diversion if they decide, after weighing environmental factors and various policy considerations, that they want their agency to help Reclamation and the State of California to pursue their goals of restoring the river and closing the tunnel.

C. Since publication of the Draft EIS/EIR, the lead agencies and CDPR have continued to work cooperatively to respond to public concerns raised regarding the proposed public river access features of the Proposed Project. CDPR and Reclamation have participated in several public stakeholder sessions to further discuss these concerns with residents and others in the community. As a result of these efforts, additional information and changes to the proposed public river access facilities have been prepared and are part of the Final EIS/EIR. Please refer to Master Response 3.1.6, Public River Access Features and Master Response 3.1.9, Fire Management. The updated description of the public river access features is provided in the Final EIS/EIR, Chapter 2.0, Description of Alternatives. This change does not alter the conclusions presented in the Draft EIS/EIR.

D. Additional information regarding Auburn SRA recreation use provided by CDPR is presented in the Final EIS/EIR, Chapter 3.0, Section 3.8, Recreation. These additions do not alter the conclusions in the Draft EIS/EIR.

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on this river. DPR does not recommend the "Murderer's Bar" run because of the out-of-character Class V-VI rapid on this short section of river. Nor in DPR experience is this stretch of river much used.

E

Project Area Trail Use and Other Recreation Uses

The document only recognizes the Auburn to Cool Trail and the Western States Trail within the immediate project area. There are other recognized system trails in the project vicinity, including the Cardiac Hill Trail, the Pioneer Express Trail and the Robie Point Firebreak Trail. Also, despite the "official" closure of the area to public use, except for a few recognized trails, the area has many unofficial trails and construction roads that are used by the public. Many neighborhoods are adjacent to the project area and since the halt of Auburn Dam construction activities these informal trails and roads are used widely by the public.

Other uses in the project area include fishermen who use the river below the diversion tunnel, swimmers and others who use of the beach area along the river below Robie Point, and use of the stretch of river between the confluence and the dam site by hikers, sunbathers and anglers. DPR would like to work with the document preparers to give a more accurate description of recreation use within the project area. A more accurate map of all the trails in the project area would be helpful for the document.

F

V. Analysis of Recreation Impacts

The document follows the model for assessing cumulative impacts for fisheries in the recreation section by looking at potential impacts to recreation in other reservoirs and rivers including the Sacramento River, the Delta, Oroville, Shasta and Trinity Reservoirs. In all cases the impact, due to the PCWA diversion, are minimal or non-existent. DPR believes more analysis could have been conducted regarding the impacts to recreation within the immediate project vicinity and less analysis regarding the insignificant impact of this relatively small diversion on these other bodies of water.

Specifically, the document should address the change in the quality of the recreation experience and character of the canyon that will occur as a result of introducing vehicle access to this portion of the canyon, the impact of the increase in recreation use in this portion of the canyon, and the range of potential uses that may be attracted to the new access areas. This also should include discussion of the impact that new river recreation use may have on existing uses of the section of river between the confluence and Oregon Bar (sunbathing, fishing, swimming). Public notification of the changes in allowed use may be appropriate to avoid conflicts with existing users. Some discussion of measures to prevent misuse and illegal activities would also be appropriate for the document. DPR looks forward to working with project proponents and consultants on these issues.

E. Updated project area trail and other recreation use information provided by CDPR is included in the Final EIS/EIR, Chapter 3.0, Section 3.8, Recreation These changes do not alter the conclusions presented in the Draft EIS/EIR.

F. The Draft EIS/EIR indicates that the public river access features included as part of the Proposed Project are to serve as mitigation of the anticipated impacts associated with increased use (boating) along the North Fork American River due to rewatering the river channel through the project study area. It is stated in the Draft EIS/EIR that this measure provides only an interim, temporary solution to the anticipated increased recreational demands potentially associated with rewatering the North Fork American River in the project area. As permitted by CEQA, the assessment of potential impacts associated with this mitigative feature of the Proposed Project is not described in as much detail as other recreation impacts. It is ultimately the responsibility of Reclamation and CDPR to provide further consideration, development, and evaluation of the long-term recreation planning and facilities for the Auburn SRA as these agencies are responsible for the management of the Auburn Dam project lands for recreation purposes. Please also refer to Master Response 3.1.6, Public River Access Features for additional discussion on inappropriate and illegal activities.

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Diversion Related Impacts – Middle Fork American River

G

The document acknowledges that the existing typical flow pattern on the Middle Fork of the American River is about 1,100 cfs released from Ralston Afterbay during the dry season (3-33). This flow level is what commercial and private whitewater boaters on the Middle Fork have come to expect over the years, and is about the minimal acceptable level for an adequate boating experience. In the section of the document assessing effects to river recreation on the Middle Fork, the document indicates that the duration of daily releases for recreation may be reduced by up to 8 hours per month from June through October. The table which (Table 3.8-2) details this information uses 850 cfs as a baseline condition in assessing the reduction in the duration of recreation flows, not 1,100 cfs. It is not evident from the document why this lower flow level, 850 cfs was used as the baseline, when in long practice 1,100 cfs is the typical flow released down the river. There are potentially large impacts to river recreation if 850 cfs is used as the minimum flow released for recreation from Ralston, rather than the current typical release of 1,100. DPR would like a clearer explanation and understanding of this discrepancy and a full assessment of effect, if in fact a lower release from Ralston is anticipated.

Auburn to Cool Trail Issue

The EIR/EIS recognizes that the proposed project would result in the closure of the Auburn to Cool Trail and that this closure would be considered potentially a significant impact (p. 3-210). The document states that no feasible mitigation measures have been identified to reduce this impact to a less than significant level. DPR proposes working with the other involved agencies to look at options to mitigate the loss of this trail. DPR would also like to provide further information quantifying existing use of the trail to better understand and display the extent of the impact of trail closure.

H

This has emerged as a key issue in the review and comment of the EIR/EIS. At the October 11 public hearing, the primary concern people had with the project was the loss of the trail route. Many different types of trail users (equestrians, mountain bikers, hikers, runners) called for the agencies involved to construct a multi-use trail bridge across the canyon in the vicinity of the project site as mitigation for the project impacts on this trail.

The Auburn to Cool Trail was officially recognized and approved for public use in 1996. In granting DPR authority to open the Auburn to Cool Trail to public use the Bureau of Reclamation stated that the trail could be closed at any time to meet Reclamation's needs and purposes regarding the Auburn Dam project. Despite the relatively recent official recognition of the trail in 1996, the route across the Canyon has likely been used informally since the diversion tunnel was constructed. Use of the closed area around the dam site was consistently enforced when construction operations were active. Following the end to active construction at the dam site in 1977-78, enforcement of the closure has been less of a priority and public use of the many trails and roads that run through the

G. The 850 cfs minimum flow threshold was developed based on information from "California Whitewater: A Guide to the Rivers" (Cassady & Calhoun 1995), which identifies recommended boating flow levels of 800 to 2000 cfs and in consultation with John Anderson, recreation consultant, and the Auburn Whitewater Recreation officer at the time of analysis (T. Reed 1998). Please also refer to Response L-5.E for additional information explaining anticipated impacts on Middle Fork American River whitewater boating opportunities. As is evident from Response L-5.E, the use of a baseline of 850 cfs was intended to be conservative, and to avoid any possibility that the impact analysis might understate the severity of environmental effects.

H. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

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dam site area has grown. Use of the Auburn to Cool trail route likely gained additional popularity when the "No Hands Bridge" was closed for a year in 1996-7.

H

A key element in this issue is that currently this is the only trail access from Auburn to Cool for mountain bikes. Other routes across the Canyon for mountain bikes involve riding portions of Highway 49, which has numerous tight turns and is heavily used. Equestrians and pedestrians can cross the river at the historic "No Hands" bridge, and have several trail options on both sides of the Canyon, including the Western States Trail. While mountain bikes would lose their only all-trail route across the Canyon, equestrians are concerned that if mountain bikes lose this route, they will be more likely to illegally ride the Western States Trail and other equestrian/pedestrian routes. The primary concern of mountain bikers is a trail route across the canyon, which does not involve riding on Highway 49. They feel there is sufficient room for bikes to actually cross the river on the Highway 49 bridge, and do not necessarily need to cross the river at the "No Hands" Bridge.

Some options to mitigate the loss of the Auburn to Cool Trail that should be analyzed include: a trail bridge; construction of new trail to provide a route across the canyon for mountain bikes (cross at "No Hands" or the Hwy 49 bridge); and a removable seasonal low-water bridge. DPR looks forward to working with project proponents and consultants to develop and analyze a range of potential mitigation measures for the closure of this trail. If a trail bridge is analyzed as a mitigation measure, a complete evaluation of the visual impact of this option needs to be completed.

I

Increase in Recreation Use at the Confluence

The document recognizes that at peak use time recreation demand currently exceeds parking capacity at the confluence. The document also acknowledges that the opening of the river below the confluence will increase demand for parking and access at the confluence, however the document concludes that this is a potentially significant but unavoidable impact (p. 3-212). In previous discussions and input to lead agencies and project consultants, DPR recommended construction of a staging area for river users putting on the river at the confluence to help mitigate the impact of this increased use. Establishing a convenient and efficient location for river users to drop off and launch craft will help prevent congestion due to this increase in use. DPR would like to work with project consultants and proponent in shaping and defining this mitigation measure.

J

VI. Transportation and Circulation

The document provides estimates of traffic volume at the intersection of Maidu and Auburn-Folsom Road (p. 3-288), but not for Maidu Road itself, which is the primary concern regarding the impacts of increased traffic. The City of Auburn

I. Based on further discussion with CDPR planning staff, regarding the limited nature of public river access in the project area, the potential increases in use at the North/Middle Fork confluence, relative to existing conditions, would not be considered substantial. However, as noted in the Draft EIS/EIR on peak summer weekends, current user demand at the confluence exceeds capacity.

Reclamation and CDPR have indicated concern about the current level of use and existing demands at the confluence, and will address these issues in future long-term comprehensive planning studies. As part of this future planning effort (i.e., a combined General Plan/Resource Management Plan for Auburn SRA), CDPR would conduct recreation use studies and surveys and gather recreation trend and demand information to help determine existing use levels and patterns of recreation demand for various activities. CDPR and Reclamation will begin collecting recreation and resource information within Auburn SRA within the next year.

J. The City of Auburn Public Works Department was contacted during preparation of the Draft EIS/EIR to obtain all available project study area roadway traffic counts. Since publication of the Draft EIS/EIR, the City has developed updated counts on roads within the project study area (December 2001 and January 2002). This information has been incorporated into Chapter 3.0, Section 3.14.2.4, Impact Analysis, of the Final EIS/EIR. Please also refer to Master Response 3.1.6, Public River Access Features for discussion of results from a supplemental traffic study performed for the intersection of Maidu Drive/Burlin Way. This information does not alter the conclusions presented in the Draft EIS/EIR.

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has estimates of traffic volume on Maidu and these should be included in the analysis.

K

The document (3-293) also may have underestimated the peak summer day use of the parking areas provided as part of the project and hence the potential for increased traffic. It is possible that these parking spaces may be used by two visitors on a peak summer day, resulting in more vehicle trips along Maidu. A description of the likely use pattern would also help with this analysis. The typical flow pattern for the daily releases from Oxbow Reservoir in the summer would result in optimal boating flows at the confluence at 3-4pm in the afternoon. This release pattern would likely influence how the area is used. Another factor regarding traffic patterns is that people completing a river trip may drop several vehicles off at the proposed parking areas and take a single vehicle back up to the confluence.

L

Residents of the neighborhoods along Maidu have expressed concern about the recreation access component and the potential increase in traffic. Given this concern, DPR recommends analyzing alternate access routes, including Pacific Avenue and the railway undercrossing that ties into the main construction road into the project area where the proposed parking facilities are located. While there is a residential neighborhood along Pacific Avenue, it is less extensive and the impact (though assessed to be less than significant in the DEIR/DEIS) may be less at this location.

VII. Public Health and Safety

The document recognizes that increased access may result in some increased risk of wildfire (p. 3-329). The document provides a brief description of fire history in the canyon. The increased risk of wildfire due to additional human activity in the canyon is a concern that has been raised by the public in the review of the DEIR/DEIS. Because of the level of concern, it may be appropriate to include additional information in the final document on the frequency of fire and the exact causes of fires in the canyon (which human activities have caused the most fires), to assess the extent to which the proposed access might increase risk of ignitions.

M

The document states that a comprehensive fire management plan is being prepared (by DPR, CDF and Reclamation) and that shaded fuel breaks would be constructed adjacent to access roads (including Maidu) and the proposed parking areas. What is specifically currently being prepared by these three agencies is a set of prescriptions for three types of fuel breaks to be used at demonstration sites with criteria on selecting where these fuel breaks might be implemented. While fuel breaks may be an appropriate action associated with the proposed project, the Department is not aware that specific decisions have been made regarding the location of shaded fuel breaks. Further, while there is the desire on the part of these agencies to complete a true comprehensive fire management plan for the entire Auburn SRA, funding and staff to complete such

K. Please refer to Master Response 3.1.6, Public River Access Features.

L. Please refer to Master Response 3.1.10, Project Access.

M. Please refer to Master Response 3.1.9, Fire Management.

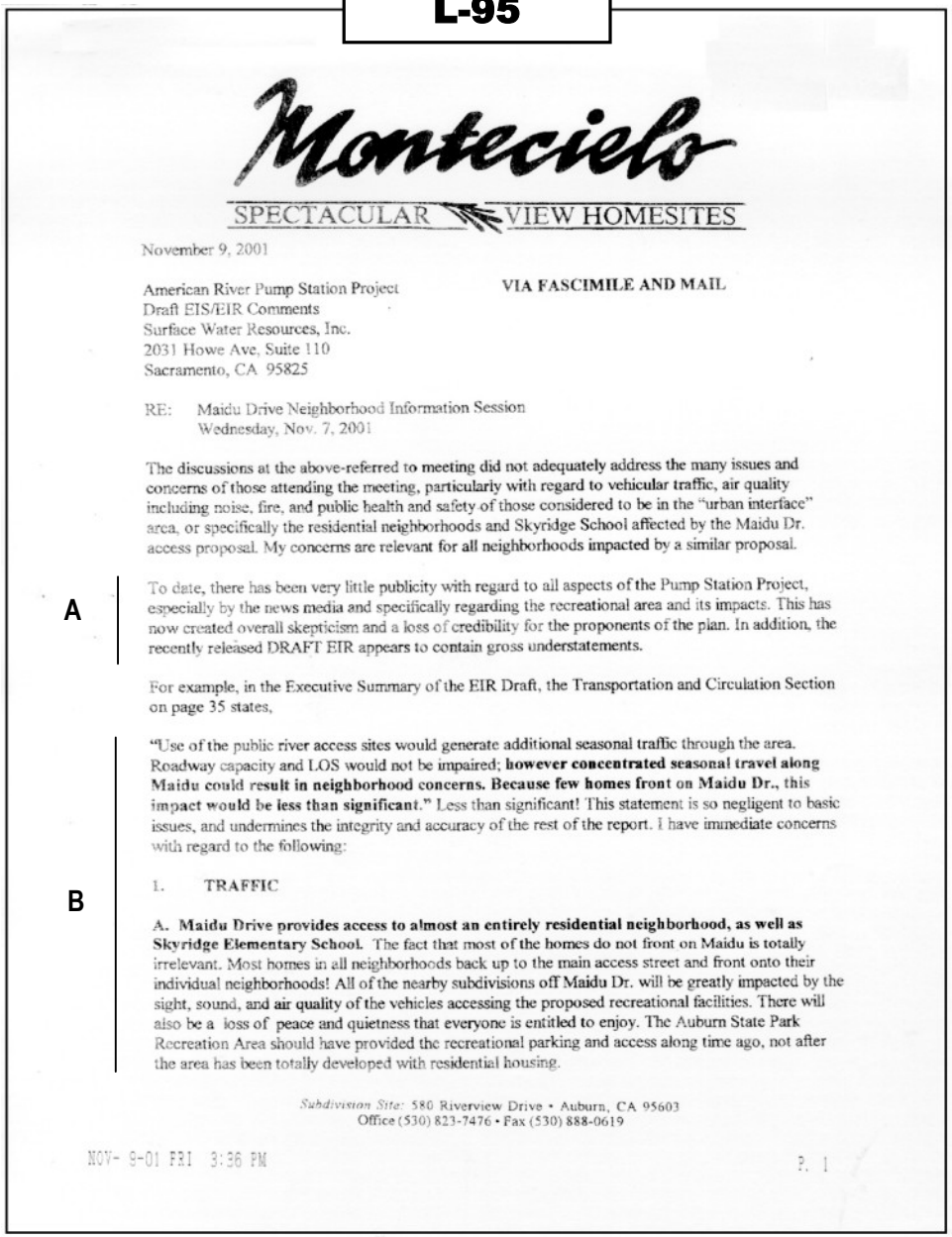
L-94, pg. 9

M

a plan have not yet been clearly identified, nor is there a definite plan completion date.

To address the concerns addressed regarding the potential increased risk of wildfire, one option would be to commit to completing a comprehensive fire management plan prior to opening the area to greater public access. Committing to this would require clear identification of funding and staff, agreement on what a true comprehensive fire plan would include and a schedule for completion. This level of commitment and detail has not yet been reached.

L-95



Montecielo

SPECTACULAR VIEW HOMESITES

November 9, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Ave, Suite 110
Sacramento, CA 95825

VIA FASCIMILE AND MAIL

RE: Maidu Drive Neighborhood Information Session
Wednesday, Nov. 7, 2001

The discussions at the above-referred to meeting did not adequately address the many issues and concerns of those attending the meeting, particularly with regard to vehicular traffic, air quality including noise, fire, and public health and safety of those considered to be in the "urban interface" area, or specifically the residential neighborhoods and Skyridge School affected by the Maidu Dr. access proposal. My concerns are relevant for all neighborhoods impacted by a similar proposal.

A To date, there has been very little publicity with regard to all aspects of the Pump Station Project, especially by the news media and specifically regarding the recreational area and its impacts. This has now created overall skepticism and a loss of credibility for the proponents of the plan. In addition, the recently released DRAFT EIR appears to contain gross understatements.

For example, in the Executive Summary of the EIR Draft, the Transportation and Circulation Section on page 35 states,

B "Use of the public river access sites would generate additional seasonal traffic through the area. Roadway capacity and LOS would not be impaired; **however concentrated seasonal travel along Maidu could result in neighborhood concerns. Because few homes front on Maidu Dr., this impact would be less than significant.**" Less than significant! This statement is so negligent to basic issues, and undermines the integrity and accuracy of the rest of the report. I have immediate concerns with regard to the following:

1. TRAFFIC

A. Maidu Drive provides access to almost an entirely residential neighborhood, as well as Skyridge Elementary School. The fact that most of the homes do not front on Maidu is totally irrelevant. Most homes in all neighborhoods back up to the main access street and front onto their individual neighborhoods! All of the nearby subdivisions off Maidu Dr. will be greatly impacted by the sight, sound, and air quality of the vehicles accessing the proposed recreational facilities. There will also be a loss of peace and quietness that everyone is entitled to enjoy. The Auburn State Park Recreation Area should have provided the recreational parking and access along time ago, not after the area has been totally developed with residential housing.

Subdivision Site: 580 Riverview Drive • Auburn, CA 95603
Office (530) 823-7476 • Fax (530) 888-0619

NOV- 8-01 FRI 3:36 PM P. 1

A. The public involvement activities including public information sessions and environmental issue scoping for the project are described in the Draft EIS/EIR in Chapter 4.0, Consultation and Coordination, Section 4.2, Public Involvement. As stated therein, the lead agencies have invited public involvement and participation in the planning and environmental review process since 1995. Public notices regarding these opportunities and activities have been provided through local news media as well as the *Federal Register*, as appropriate and required by CEQA and NEPA. Public notice of the availability of the Draft EIS/EIR included publication in the *Federal Register* and media notices in four newspapers of general circulation within the project study area. These publications included: The Sacramento Bee, Auburn Journal, Press Tribune, and The Mountain Democrat. Reclamation also published the Notice of Availability and Notice of Public Meeting in the *Federal Register* on September 10, 2001. Additionally, the public notice provided information regarding the availability of the Draft EIS/EIR for viewing at the lead agencies offices and eight public libraries throughout the study region.

The Draft EIS/EIR was initially circulated for a 63-day public review period (September 10 to November 13, 2001). Reclamation's NEPA handbook requires a 60-day public review period and CEQA requires a 45-day review period. In response to public comments, and other requests, the public review comment period was extended another 30 days and closed on December 13, 2001. The lead agencies provided public notice of the review period extension as required by CEQA and NEPA. The Draft EIS/EIR public review comment period therefore extended 93 days, from September 10, 2001 to December 13, 2001. In addition, since publication of the Draft EIS/EIR, lead agency and resource agency personnel have participated in numerous public stakeholder meetings to provide additional information regarding the Proposed Project.

B. The Draft EIS/EIR presented the preliminary information regarding the public river access facilities at the time of document publication (September 2001). Since that time, and in response to public concerns expressed in comment letters, at the October 11, 2001 public meeting, and at various public stakeholder sessions attended by Reclamation and CDPR representatives, the lead agencies, in consultation with CDPR have developed additional specific information related to the design, operations and maintenance of the public river access facilities. Please refer to Master Response 3.1.6, Public River Access Features and Master Response 3.1.9, Fire Management. These modifications have been incorporated into Chapter 2.0, Section 2.2.2, Proposed Project Mid-Channel Diversion Alternative. These changes do not alter the conclusions presented in the Draft EIS/EIR.

L-95, pg. 2

B (cont) B. Maidu Dr. dead ends or loops back to the older section of Riverview Dr., which also either dead ends, weaves through other rural streets or leads back through the the Montecielo Subdivision. The point is the road configurations surrounding Maidu Dr. could create real traffic and parking problems outside the proposed park unless more thorough traffic studies and mitigation can be made **prior to a final EIR, not after.**

C. The following traffic impacts have been totally ignored and need to be addressed::

C a. The increased traffic and unknown transient vehicles regarding the safety of children in the Skyridge School area, especially close to the rural area and park.

D b. Off site parking violations and disturbances encroaching into adjacent neighborhoods when the parking lot is full.

E c. Impacts from recreational vehicles, boats, rafts, camping, etc, noise, and possibly bumper to bumper traffic

F d. How will you monitor unsafe and illegal activities which will occur as a result of opening these lands? How will you maintain Maidu Dr. with regard to road debris, maintenance, and all the problems dealing with the recreational public when accessing through a quiet neighborhood?

G e. The entire South Auburn area is almost exclusively residential with very few convenience stores and services.Auburn-Folsom Rd to Douglas Blvd.in Granite Bay is also almost exclusively lower density residential. It seems public park access would be more appropriate near highway service areas and not in established residential areas.

H f. What traffic impacts will occur if rafters decide to use this area over already existing river access sites?

I g. On page 33, the report mentions there will be 54 heavy pieces of construction equipment and 50 workmen during the course of construction. The number of workmen seems to be very low considering the scope of the proposed work. How accurate is that number and corresponding vehicular traffic?

J h. What other existing river access sites were reviewed as less impacting than Maidu Dr?

K **2. AIR QUALITY**. On pages 35 & 36 the report refers to significant emissions during the construction phase with inconslusive ability to reduce or control the emissions. The suggested

L Monitoring and documentation procedures as a remedy do not eliminate the problem and is an inadequate solution. The increase from vehicular traffic and emissions from the recreational area are not adequately represented.

M **3. NOISE.** Noise by increased traffic activities is not adequately addressed in the report.

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C. Additional information regarding the operation and management of the public river access area and how this relates to the proximity of Skyridge Elementary School is provided in Master Response 3.1.6, Public River Access Features.

D. The proposed public river access parking area would be expected to reduce the occurrence of off-site parking that occurs outside of the project area. Please refer to Master Response 3.1.6, Public River Access Features.

E. The proposed public river access would not be anticipated to result in bumper-to-bumper traffic along Maidu Drive or other project study area roadways. Use of the public river access features associated with the Proposed Project would occur under limited hours of operation; no camping would be permitted. Please refer to Master Response 3.1.6, Public River Access Features.

F. Please refer to Master Response 3.1.6, Public River Access Features.

G. The proposed public river access features at the project site were developed by the lead agencies in cooperation with CDPR to mitigate for the anticipated increase in river boating due to rewatering of the North Fork American River near Auburn, California. These facilities provide only an interim solution for a specific need identified by CDPR. Convenience stores and services are located along Auburn-Folsom Road, within one mile from the project area.

H. Please refer to Master Response 3.1.6, Public River Access Features.

I. The Draft EIS/EIR describes the phasing of proposed construction activities. Construction of the Proposed Project primarily involves extensive earthwork activities to prepare the area for placement of the water supply facilities and to excavate a channel to accommodate flows that currently pass through the bypass tunnel.

The estimate of 54 pieces of heavy construction equipment and 50 workers represents a peak number that would only occur if access road construction, channel excavation, and pumping plant site preparation were to occur simultaneously and then only for a short period. Based on preliminary construction and design phasing, it is more likely that the access road construction and initial rough grading for the river restoration would occur prior to any activity associated with pump station construction, and the number of workers and pieces of equipment evaluated in the Draft EIS/EIR represent a conservatively high estimate. The number of trips associated with construction worker travel therefore also is considered conservative; the actual number of trips and related traffic impacts likely would be less than described in the Draft EIS/EIR. Please also refer to Master Response 3.1.6, Public River Access Features.

L-95, pg. 3

American River Pump Station Project
November 9, 2001
Page Three

N O | 4. **ALTERNATIVES OF THE PLAN.** The other options in the EIR were not discussed in the meeting and merit more discussion. There also seems to be discrepancy between the Federal and State opinons regarding closing the tunnel. This needs further clarification.

The above items only begin to address some of the key issues affecting the neighborhood and which need further study and input before the EIR can accurately represent the impacts of this proposal.

In an effort to stay focused on the solid legitimate impacting issues, I think it would be beneficial for representatives of Placer Water Agency and Bureau of Land Management to work closely with the City of Auburn Dept. of Public Works and Planning Dept., togetherwith the neighborhoods surrounding the proposed project in an effort to mitigate the concerns prior to completing the EIR.

Thank you for the opportunity to express my opinions.

Sincerely,

John Di Manto
Montecicio Property Owner

cc: City of Auburn Dept. Public Works
City of Auburn, Dept.of Planning
City of Auburn, City Manager
City of Auburn Fire Department
City of Auburn Police Department
Placer County Water Agency
Bureau of Land Management

NOV- 9-01 FRI 3:38 PM P. 3

J. Please refer to Master Response 3.1.10, Project Access.

K. The Draft EIS/EIR, Chapter 3.0, Section 3.15, Air Quality, describes potential construction-related air pollutant emissions and the environmental protection measures incorporated into the Proposed Project by the lead agencies to mitigate such impacts to the extent feasible. The determination of appropriate and adequate mitigation for construction-related air quality impacts was done in consultation with local air pollution control districts. Because this element of the mitigation program depends upon site-specific conditions throughout the construction period, some uncertainty remains regarding the level of NO_x emissions, therefore, the Draft EIS/EIR makes a conservative impact statement.

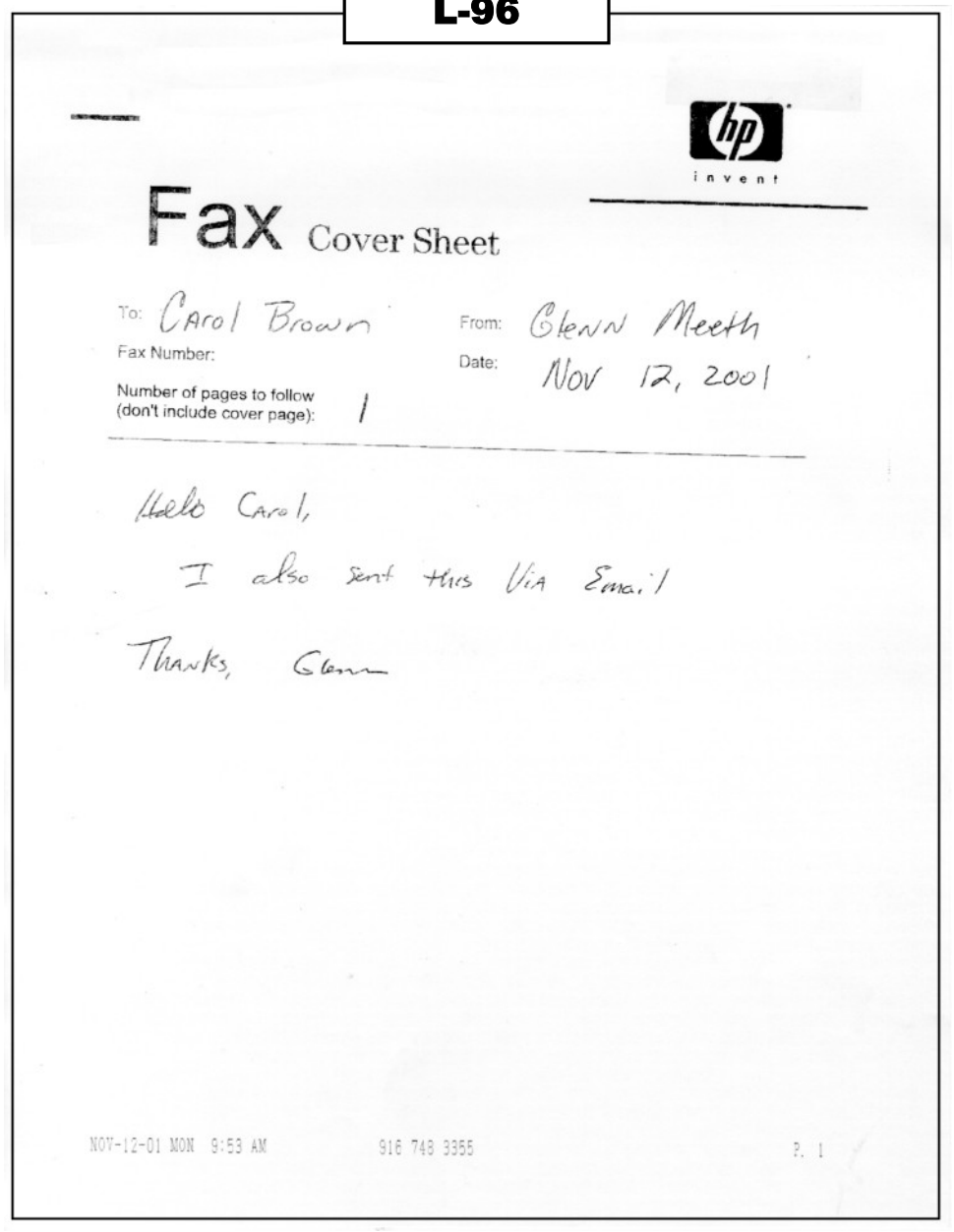
L. Please refer to Response L-3.C.

M. Please refer to Master Response 3.1.6, Public River Access Features.

N. The November 7, 2002 meeting referenced by the commenter was a specially-held session to discuss Maidu Drive neighborhood concerns relative to the Proposed Project and the public river access features, in particular. The No Action/No Project Alternative and Upstream Diversion Alternative do not include development of the pubic river access features. These alternatives are fully described and evaluated in the Draft EIS/EIR.

O. The Draft EIS/EIR provides an explanation of the State of California interest in closing the Auburn Dam project bypass tunnel (page 1-5). As described in the Draft EIS/EIR, the Proposed Project would meet this objective of the State of California while also addressing the needs and objectives of the lead agencies, Reclamation (federal) and PCWA (local). The agencies do not agree that there is any discrepancy, both federal and state agencies are interested in remediating the hazards associated with the bypass tunnel. Please also refer to Master Response 3.1.6, Public River Access Features.

L-96



invent

Fax Cover Sheet

To: Carol Brown
From: Glenn Meeth
Fax Number:
Date: Nov 12, 2001
Number of pages to follow (don't include cover page): 1

Hello Carol,

I also sent this via Email

Thanks, Glenn

NOV-12-01 MON 9:53 AM 916 743 3355 P. 1

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November 10, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 How Ave. Suite 110
Sacramento, CA 95825

To whom it may concern;

A Firstly, I'd like to acknowledge the efforts by the U.S. Bureau of Reclamation and the Placer County Water Agency (PCWA) to close the Auburn Ravine tunnel at the Auburn dam construction site. I think the overall plan is great and will definitely benefit everyone.

B However, I am concerned with the loss of the Auburn to Cool trail (ACT) as a result of the American River Pump Station Project. The ACT provides the only safe and legal trail for mountain bicyclists to ride between Cool and Auburn. The only other route requires riding on at least 2 miles of State Hwy 49 that has no shoulders and has high traffic speeds.

I'm sure the constructions of a bridge connecting the ACT trail across the North Fork American River will a large cost. I believe a better and lower cost alternative would be the construction of a new trail. There are several alternate routes that could be created. Improving a portion of the WST trail for multiuse with the construction of a small section of a new trial could create one alternate route, for example.

Please consider all or partial funding of a new trail as an alternate mitigation for closing the existing ACT.

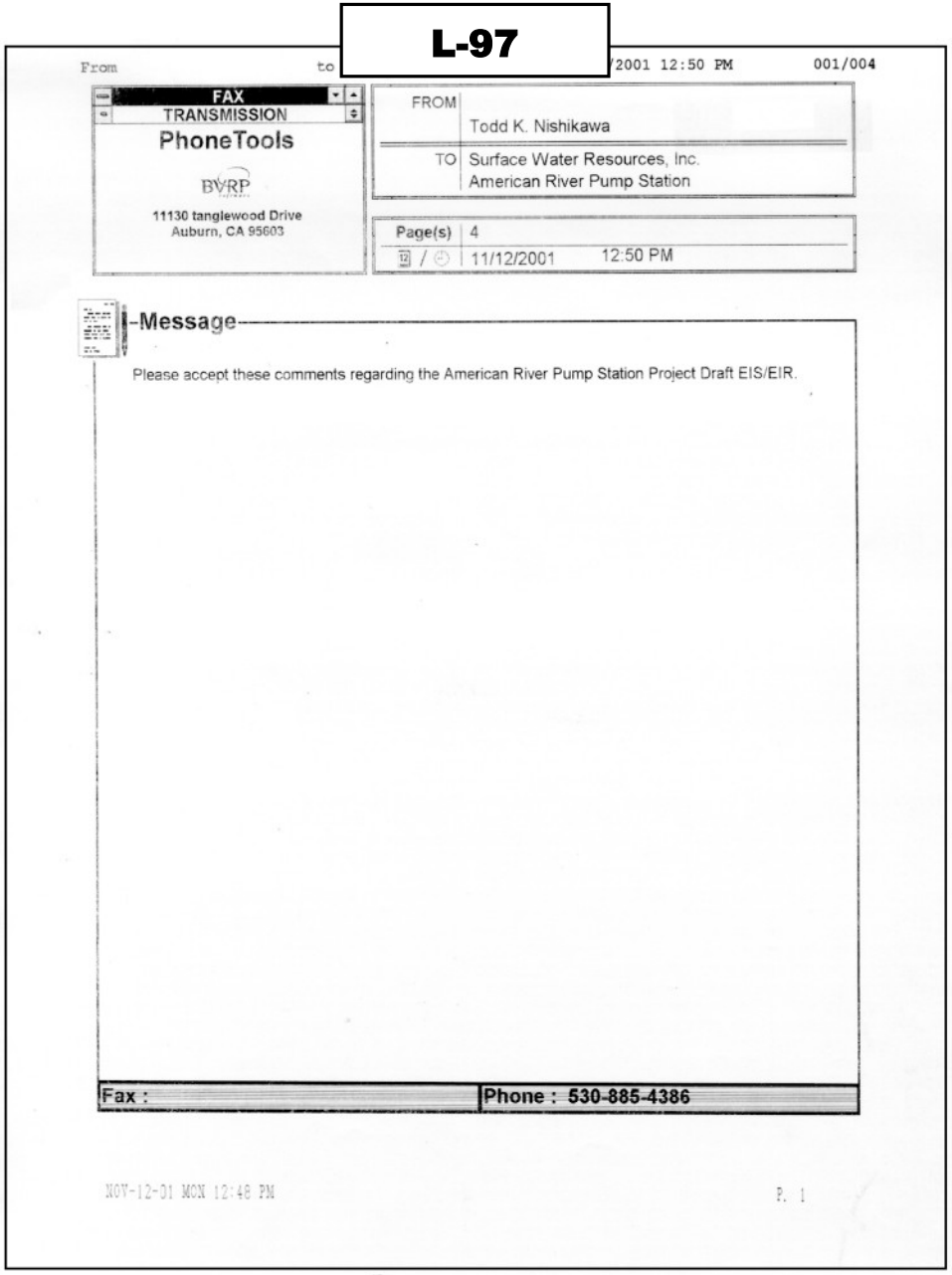
Signed,

Glenn Meeth
PO Box 812
Cool, California 95614
gmeeth@yahoo.com

A. Project support noted.

B. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-97



From to /2001 12:50 PM 001/004

FAX
TRANSMISSION
PhoneTools
BVRP
11130 tanglewood Drive
Auburn, CA 95603

FROM Todd K. Nishikawa
TO Surface Water Resources, Inc.
American River Pump Station

Page(s) 4
11/12/2001 12:50 PM

Message

Please accept these comments regarding the American River Pump Station Project Draft EIS/EIR.

Fax : Phone : 530-885-4386

NOV-12-01 MON 12:48 PM P. 1

L-97, pg. 2

From to /2001 12:50 PM 002/004

November 12, 2001 FAXED

American River Pump Station Project
Draft EIR/EIS Comments
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

Re: Comments Regarding American River Pump Station Project

As a resident and homeowner on Tanglewood Drive, off of Maidu Drive, I am primarily concerned with the increased traffic that will be created on Maidu Drive, the proposed access, during construction activities and over the long-term due to the development of recreational area parking and access. Overall, I think that utilizing infrastructure improvements that will be needed for the pumping station project to provide new and enhanced public access to the American River is an intelligent use of public funds. As a life long Auburn resident who has a great affection for the River, I am not opposed to the general concept of the new recreational area access. I would like to make sure that the "best" access route is chosen and not merely the route that is currently viewed as being the least expensive, and I am concerned that traffic estimates do not take into consideration all factors, particularly the possibility of commercial rafting.

Fully Evaluate Pacific Avenue Versus Maidu Drive: Access by Pacific Avenue is apparently not preferred due to required upgrading being more costly than a Maidu Drive access and in order to minimize traffic-related impacts on a future camping area near the American River Canyon (Dam) Overlook. The reasoning seems to be incomplete in their apparent failure to consider:

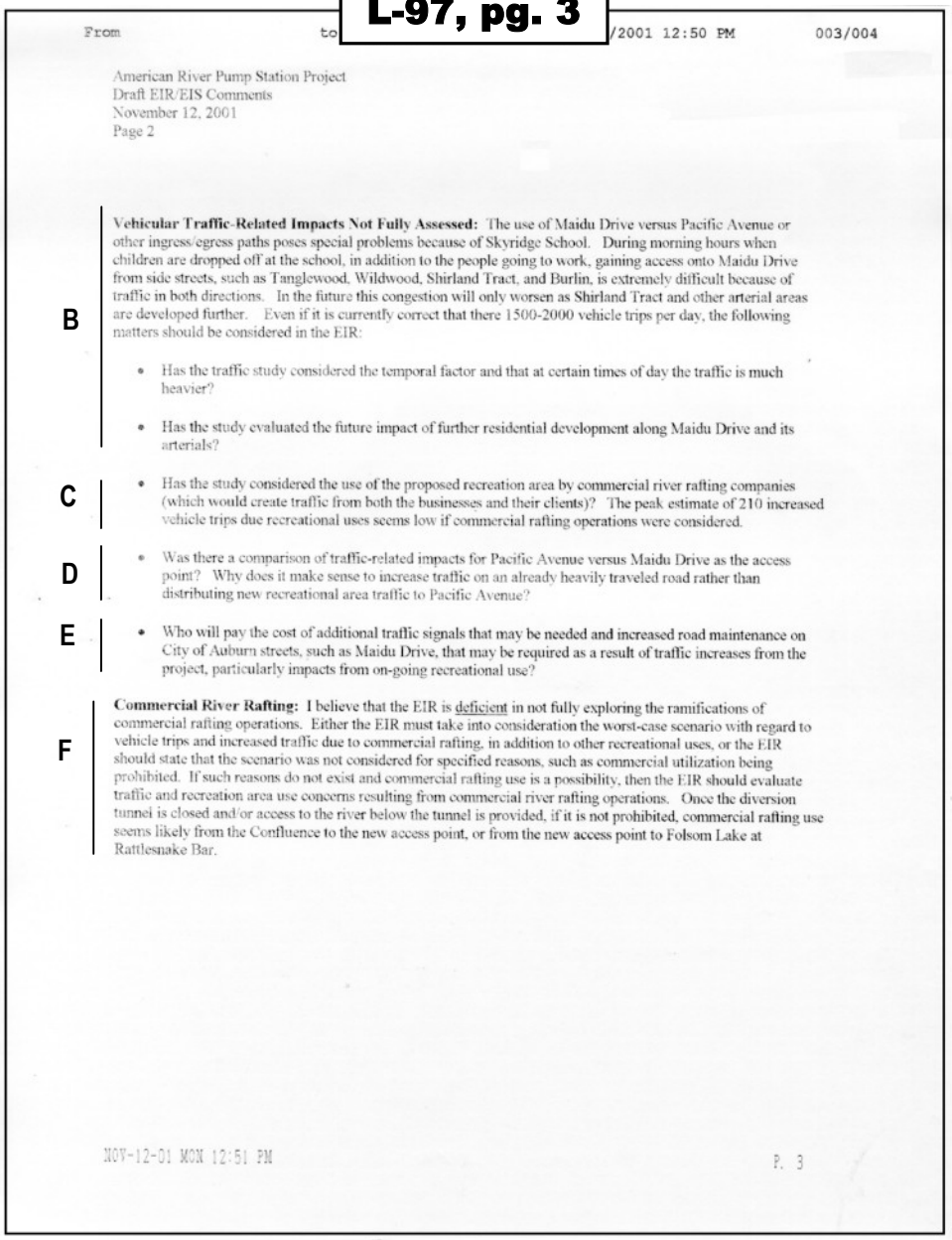
A

- Whether an access via Pacific Avenue is more suitable and in keeping with existing uses - such as the existing American River Canyon (Dam) Overlook site; and
- The fact that "existing" residential impacts should have first consideration if traffic-related impacts are to be minimized - not a "future" camping area; and
- Existing and future traffic scenarios should be examined fully for a Pacific Avenue versus Maidu Drive.
- What are the increased "costs" of access via Pacific Avenue? How do these costs compare to traffic-related improvements that will be needed over time to the already often congested Maidu Drive?

NOV-12-01 MON 12:50 PM P. 2

A. Please refer to Master Response 3.1.10, Project Access. Houses located along Pacific Avenue face the street, are not separated by fencing, and have direct driveway access to the road.

L-97, pg. 3



From to /2001 12:50 PM 003/004

American River Pump Station Project
Draft EIR/EIS Comments
November 12, 2001
Page 2

B **Vehicular Traffic-Related Impacts Not Fully Assessed:** The use of Maidu Drive versus Pacific Avenue or other ingress/egress paths poses special problems because of Skyridge School. During morning hours when children are dropped off at the school, in addition to the people going to work, gaining access onto Maidu Drive from side streets, such as Tanglewood, Wildwood, Shirland Tract, and Burlin, is extremely difficult because of traffic in both directions. In the future this congestion will only worsen as Shirland Tract and other arterial areas are developed further. Even if it is currently correct that there 1500-2000 vehicle trips per day, the following matters should be considered in the EIR:

- Has the traffic study considered the temporal factor and that at certain times of day the traffic is much heavier?
- Has the study evaluated the future impact of further residential development along Maidu Drive and its arterials?

C
- Has the study considered the use of the proposed recreation area by commercial river rafting companies (which would create traffic from both the businesses and their clients)? The peak estimate of 210 increased vehicle trips due recreational uses seems low if commercial rafting operations were considered.

D
- Was there a comparison of traffic-related impacts for Pacific Avenue versus Maidu Drive as the access point? Why does it make sense to increase traffic on an already heavily traveled road rather than distributing new recreational area traffic to Pacific Avenue?

E
- Who will pay the cost of additional traffic signals that may be needed and increased road maintenance on City of Auburn streets, such as Maidu Drive, that may be required as a result of traffic increases from the project, particularly impacts from on-going recreational use?

F **Commercial River Rafting:** I believe that the EIR is deficient in not fully exploring the ramifications of commercial rafting operations. Either the EIR must take into consideration the worst-case scenario with regard to vehicle trips and increased traffic due to commercial rafting, in addition to other recreational uses, or the EIR should state that the scenario was not considered for specified reasons, such as commercial utilization being prohibited. If such reasons do not exist and commercial rafting use is a possibility, then the EIR should evaluate traffic and recreation area use concerns resulting from commercial river rafting operations. Once the diversion tunnel is closed and/or access to the river below the tunnel is provided, if it is not prohibited, commercial rafting use seems likely from the Confluence to the new access point, or from the new access point to Folsom Lake at Rattlesnake Bar.

NOV-12-01 MON 12:51 PM P. 3

B. The commenters' concerns regarding morning peak traffic periods and cumulative development impacts are noted. As more fully described in Master Response 3.1.6, Public River Access Features, the anticipated travel periods associated with the proposed public river access area do not overlap with peak commuter or school traffic trips.

C. CDPR is not proposing or permitting commercial use in this section of the river as part of this project. Please refer to Master Response 3.1.6, Public River Access Features.

D. Please refer to Master Response 3.1.10, Project Access and Master Response 3.1.6, Public River Access Features.

E. The City of Auburn requires payment of traffic impact mitigation fees to put toward these expenses. PCWA would provide mitigation fee payment commensurate with a residential development that would generate a similar level of travel along Maidu Drive (i.e., 214 trips). Because the projected number of project trips represents a peak number that would occur seasonally rather than year-round, this mitigation is considered to be an appropriate "fair share" contribution based upon the proportion of neighborhood impacts that could be associated with the Proposed Project. Please refer to Master Response 3.1.6, Public River Access Features.

F. The proposed public river access facilities were developed by the lead agencies, in cooperation with CDPR as an interim mitigation feature to minimize safety concerns related to anticipated increased boating use of the North Fork American River once it is rewatered. Long-range planning is within the authority and responsibility of CDPR and Reclamation. CDPR is not proposing or permitting commercial use for the rewatered stretch of the North Fork American River, as part of this project. Consideration of commercial rafting activities within the Auburn SRA and development of other recreation-related facilities falls under the responsibility of CDPR and Reclamation, would be part of their long-term comprehensive planning efforts, and not a part of the American River Pump Station Project.

L-97, pg. 4

I would appreciate your more fully weighing the option of access via Pacific Avenue, and what will be required to make ingress/egress safer for all parties, and the inclusion of a full consideration of commercial rafting as a likely possibility.

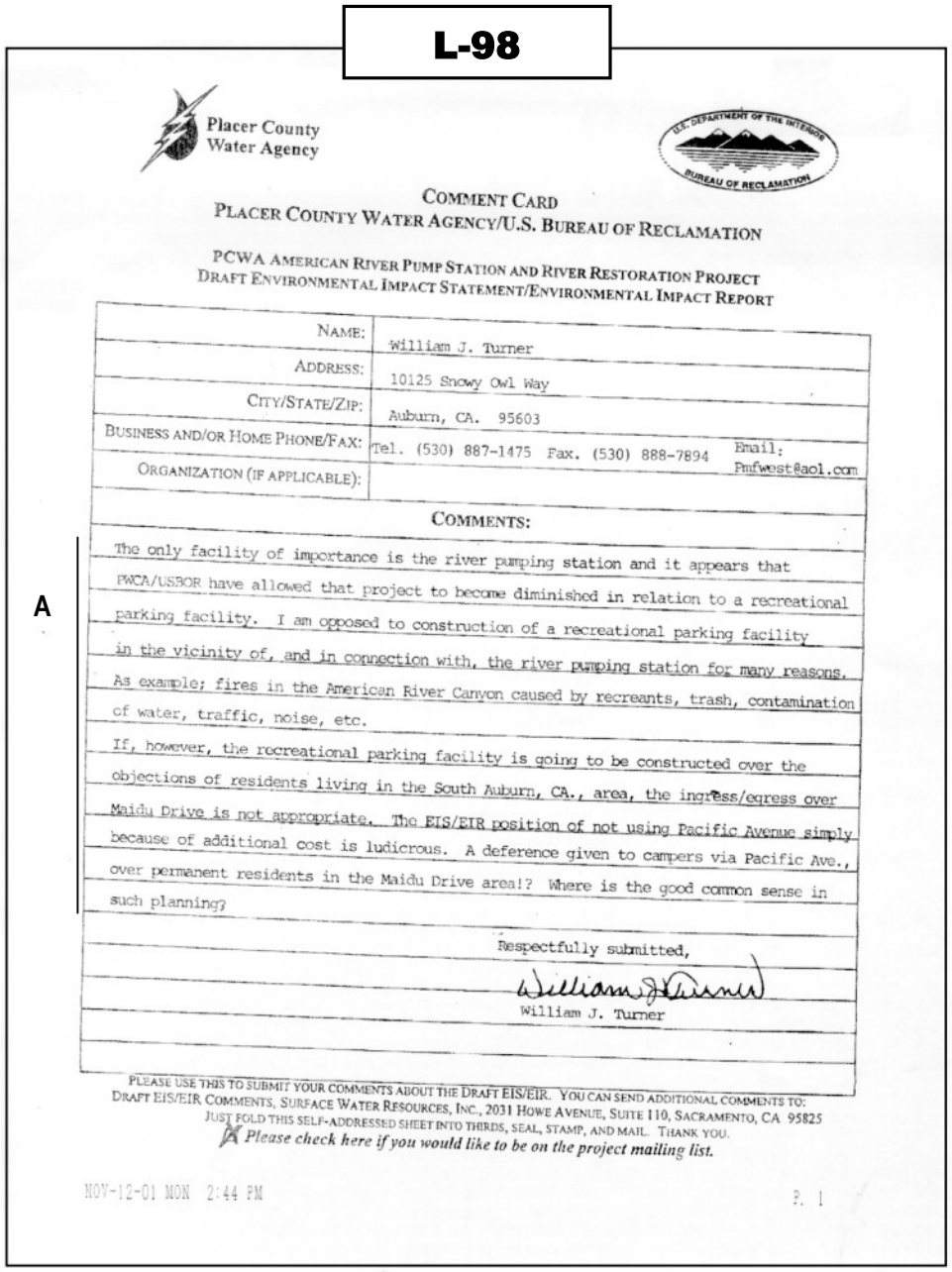
I would like to request that you add me to the Project Mailing List. Thank you.

Sincerely,

//s//

Todd K. Nishikawa
11130 Tanglewood Drive
Auburn, CA 95603

L-98



Placer County Water Agency

U.S. Department of the Interior — Bureau of Reclamation

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	William J. Turner
ADDRESS:	10125 Snowy Owl Way
CITY/STATE/ZIP:	Auburn, CA. 95603
BUSINESS AND/OR HOME PHONE/FAX:	Tel. (530) 887-1475 Fax. (530) 888-7894 Email: Pmfwest@aol.com
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A

The only facility of importance is the river pumping station and it appears that PWCA/USBOR have allowed that project to become diminished in relation to a recreational parking facility. I am opposed to construction of a recreational parking facility in the vicinity of, and in connection with, the river pumping station for many reasons. As example; fires in the American River Canyon caused by recreants, trash, contamination of water, traffic, noise, etc.

If, however, the recreational parking facility is going to be constructed over the objections of residents living in the South Auburn, CA., area, the ingress/egress over Maidu Drive is not appropriate. The EIS/EIR position of not using Pacific Avenue simply because of additional cost is ludicrous. A deference given to campers via Pacific Ave., over permanent residents in the Maidu Drive area!? Where is the good common sense in such planning?

Respectfully submitted,

William J. Turner

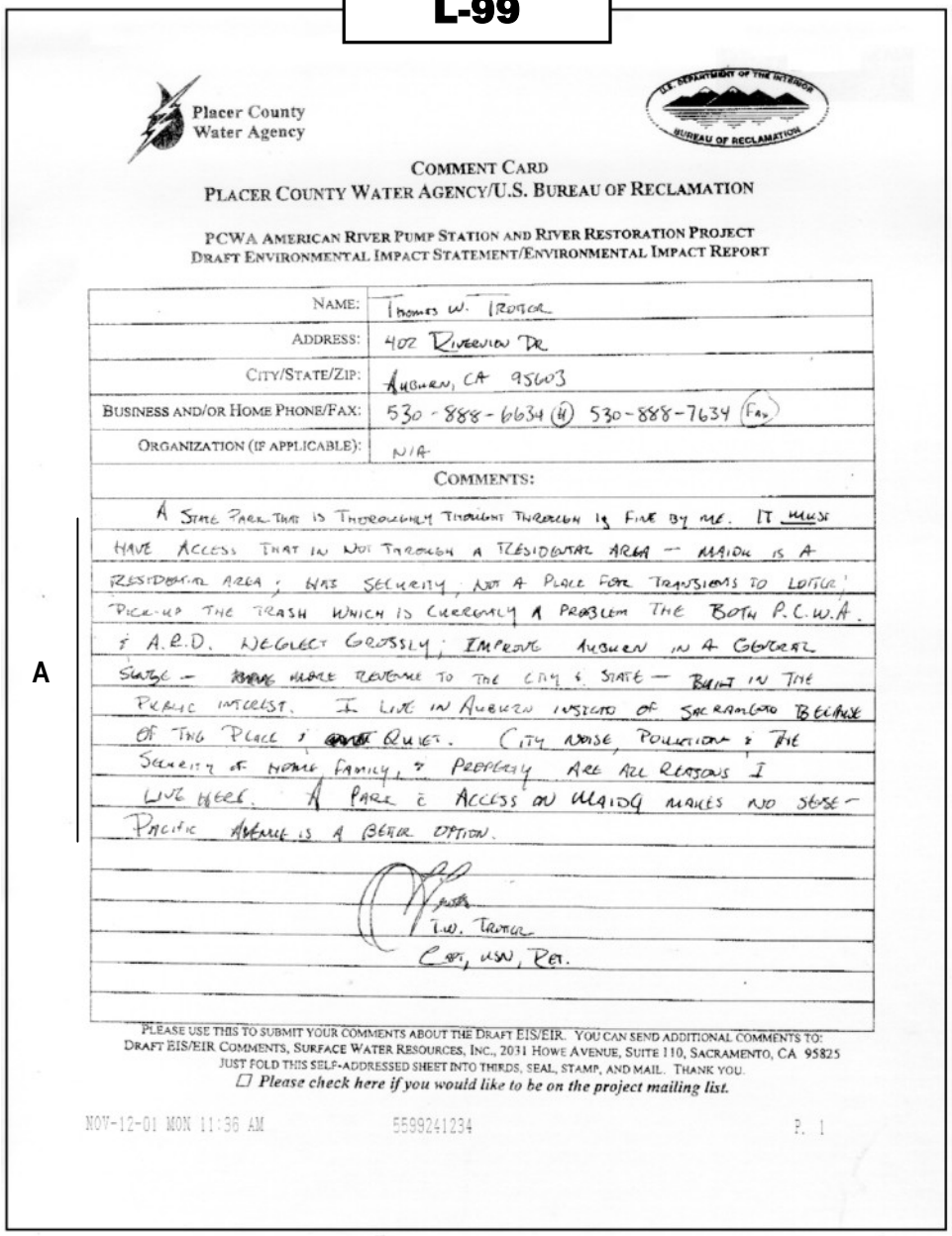
PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

☒ *Please check here if you would like to be on the project mailing list.*

NOV-12-01 MON 2:44 PM P. 1

A. Please refer to Master Response 3.1.6, Public River Access Features; Master Response 3.1.9, Fire Management; and Master Response 3.1.10, Project Access.

L-99



Placer County Water Agency

U.S. Department of the Interior — Bureau of Reclamation

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Thomas W. Trotter
ADDRESS:	402 Riverton Dr.
CITY/STATE/ZIP:	Auburn, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-888-6634 (H) 530-888-7634 (Fax)
ORGANIZATION (IF APPLICABLE):	N/A

COMMENTS:

A State Park that is Thoroughly Thought Through is Fine by me. It must have Access that is not through a Residential Area — Maidu is a Residential Area; has Security, Not a Place for Transients to Loiter; Pick-up the Trash which is Currently a Problem the Both P.C.W.A. & A.R.D. Neglect Grossly; Improve Auburn in a General Sense — Bring Viable Revenue to the City & State — Built in the Public Interest. I Live in Auburn instead of Sacramento Because of the Place's Quiet. City Noise, Pollution & the Security of Home, Family, & Property Are All Reasons I Live Here. A Park & Access on Maidu makes no sense — Pacific Avenue is a Better Option.

T.W. Trotter
Capt, USN, Ret.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ *Please check here if you would like to be on the project mailing list.*

NOV-12-01 MON 11:36 AM 5599241234 P. 1

A. Please refer to Master Response 3.1.6, Public River Access Features and Master Response 3.1.10, Project Access.

L-100

TANYA MEETH, 11:03 AM 11/12/01, Tunnel Closure - American Rive

Date: Mon, 12 Nov 2001 11:03:21 -0800 (PST)
From: TANYA MEETH <tmeeth@yahoo.com>
Subject: Tunnel Closure - American River
To: brown@swri.net

Hello Carol,

Attached please find my comments to the EIR for the Tunnel Closure/American River project.

Please let me know if you cannot open the document (it is a Word document), and I will mail, fax or hand deliver it to your office.

Thank you very much for the opportunity to comment!

Regards,

Tanya Meeth
530-823-7448

Do You Yahoo!?
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http://careers.yahoo.com



Tunnel_closure.doc

L-100, pg. 2

November 12, 2001
American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Ave. Suite 110
Sacramento, CA 95825

To Whom It May Concern:

I am concerned about the loss of the Auburn to Cool trail as a result of the closing of the tunnel at the Auburn dam construction site.

A

My husband and I, residents of Cool, frequently use this trail to commute between Cool and Auburn. This trail is the only legal trail open to mountain bikers that connects the two towns. Riding on highway 49 is NOT an option. It is extremely dangerous, as it lacks a bike lane, has no shoulder, and has high traffic.

I realize that the cost of a bridge would be large. Another lower cost alternative to a bridge would be the construction of a new trail that goes from the dam Overlook to either hwy. 49 at the river, crosses the river at "no hands bridge" then continues up to Cool, linking up possibly to the Olmstead Loop trail.

I fully support the plan to restore the river back to its channel. This is something that should be done. However, there needs to be an alternate trail route made available to mountain bicyclists. Unlike the equestrians, runners, hikers, etc., who will still have access between Auburn and Cool by way of the Western States Trail and the "no hands bridge", mountain bicyclists will NOT have and optional trail route to take. Therefore, it is critical that a new trail alternative be made available to ALL user groups, including mountain bicylists.

I hope that mitigation for closing the existing trail would include all or partial funding for constructing a new trail. Additionally, I would hope that at the time the Auburn to Cool trail is closed, a new legal access trail be made available at that same time (even if it is only temporary, until a permanent trail could be constructed).

Sincerely,

Tanya Meeth
P.O. Box 812
Cool, CA 95614

530-823-7448

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-101

Fax Transmittal Cover Sheet

To: - Surface Water Resources, Inc.

From: Egli

Fax Number:

Date: Sat, Nov 10, 2001 • 9:21 AM

Pages, including cover: 4

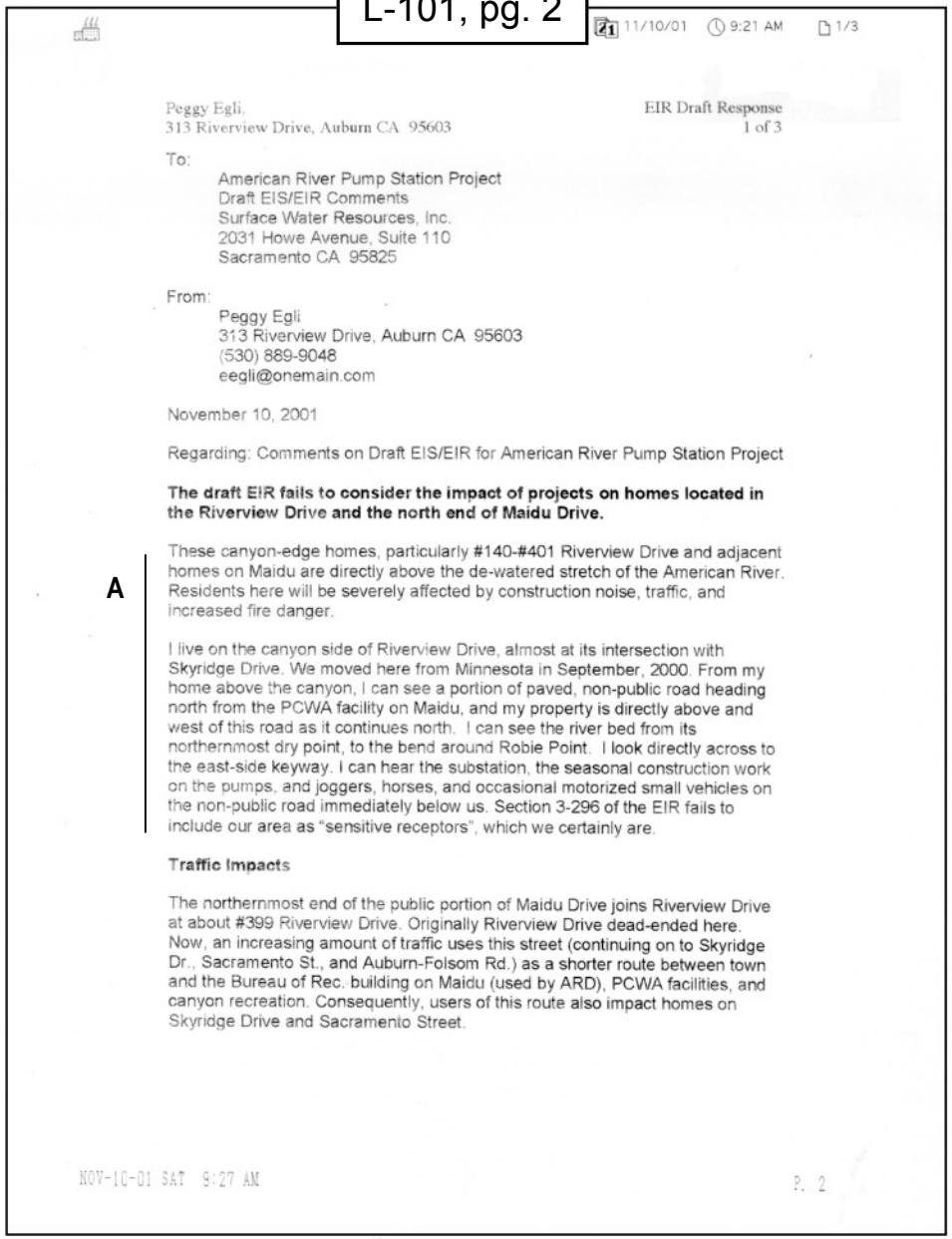
If there is difficulty with this transmission, please call: (530) 889-9048

Note:
Draft EIS/EIR Comments
American River Pump Station Project

from:
Peggy Egli
313 Riverview Drive
Auburn, CA 95603

NOV-10-01 SAT 9:26 AM P. 1

L-101, pg. 2



11/10/01 9:21 AM 1/3

Peggy Egli,
313 Riverview Drive, Auburn CA 95603

EIR Draft Response
1 of 3

To:
American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento CA 95825

From:
Peggy Egli
313 Riverview Drive, Auburn CA 95603
(530) 889-9048
eegli@onemain.com

November 10, 2001

Regarding: Comments on Draft EIS/EIR for American River Pump Station Project

The draft EIR fails to consider the impact of projects on homes located in the Riverview Drive and the north end of Maidu Drive.

A

These canyon-edge homes, particularly #140-#401 Riverview Drive and adjacent homes on Maidu are directly above the de-watered stretch of the American River. Residents here will be severely affected by construction noise, traffic, and increased fire danger.

I live on the canyon side of Riverview Drive, almost at its intersection with Skyridge Drive. We moved here from Minnesota in September, 2000. From my home above the canyon, I can see a portion of paved, non-public road heading north from the PCWA facility on Maidu, and my property is directly above and west of this road as it continues north. I can see the river bed from its northernmost dry point, to the bend around Robie Point. I look directly across to the east-side keyway. I can hear the substation, the seasonal construction work on the pumps, and joggers, horses, and occasional motorized small vehicles on the non-public road immediately below us. Section 3-296 of the EIR fails to include our area as "sensitive receptors", which we certainly are.

Traffic Impacts

The northernmost end of the public portion of Maidu Drive joins Riverview Drive at about #399 Riverview Drive. Originally Riverview Drive dead-ended here. Now, an increasing amount of traffic uses this street (continuing on to Skyridge Dr., Sacramento St., and Auburn-Folsom Rd.) as a shorter route between town and the Bureau of Rec. building on Maidu (used by ARD), PCWA facilities, and canyon recreation. Consequently, users of this route also impact homes on Skyridge Drive and Sacramento Street.

NOV-10-01 SAT 9:27 AM P. 2

A. Please refer to individual responses L-101.B through L-101.H.

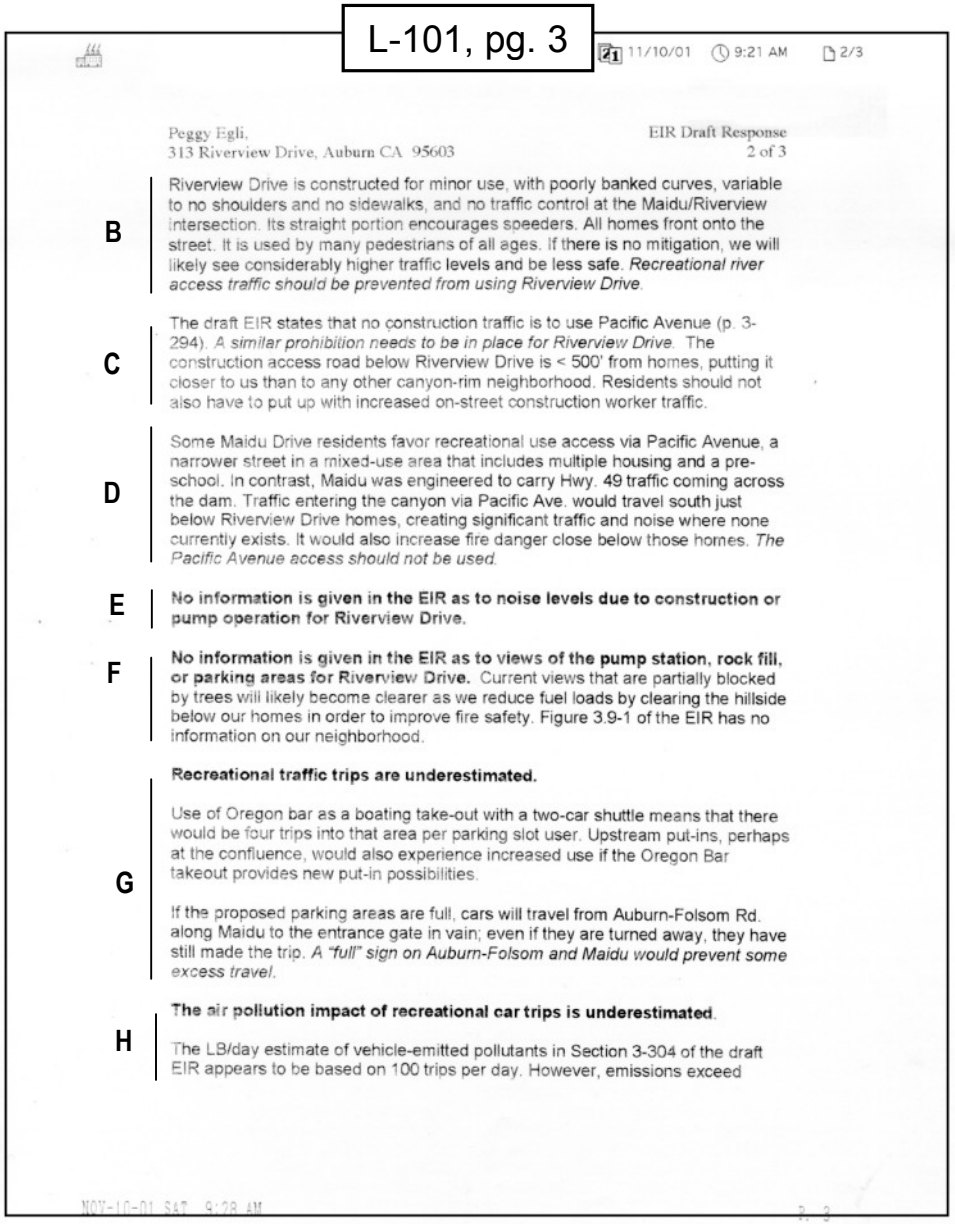
B. Please refer to Master Response 3.1.6, Public River Access Features.

C. The construction access route for the Proposed Project as described in the Draft EIS/EIR avoids Riverview Drive. Additionally, the construction contractor specifications would include stipulations that require construction workers to only use the approved access route. This information is included in Chapter 3.0, Section 3.14.2.5, Environmental Protection and Mitigation Measures and in the Mitigation Plan (Appendix D). This change does not alter the impact conclusions presented in the Draft EIS/EIR.

D. Please refer to Master Response 3.1.10, Project Access.

E. The Draft EIS/EIR recognizes that the Proposed Project would result in potentially significant construction-related noise impacts upon residents within the City of Auburn and proposes environmental protection and mitigation measures, including noise monitoring and modification of construction activities, when necessary, to ensure compliance with the City of Auburn noise ordinance. The evaluation of noise impacts considers the anticipated noise level increase that might occur at the Ridgetop Homes because these were determined nearest to the project site; however, this evaluation does not dismiss the potential for impact at homes further from the site such as those along Riverview Drive. The proposed mitigation elements would benefit all residential areas affected by the project.

As described in the Draft EIS/EIR, the operational noise associated with the Proposed Project would be less than under current conditions (page 3-317) for all areas within hearing range of the project.



L-101, pg. 3

11/10/01 9:21 AM 2/3

Peggy Egli,
313 Riverview Drive, Auburn CA 95603

EIR Draft Response
2 of 3

B Riverview Drive is constructed for minor use, with poorly banked curves, variable to no shoulders and no sidewalks, and no traffic control at the Maidu/Riverview intersection. Its straight portion encourages speeders. All homes front onto the street. It is used by many pedestrians of all ages. If there is no mitigation, we will likely see considerably higher traffic levels and be less safe. *Recreational river access traffic should be prevented from using Riverview Drive.*

C The draft EIR states that no construction traffic is to use Pacific Avenue (p. 3-294). *A similar prohibition needs to be in place for Riverview Drive.* The construction access road below Riverview Drive is < 500' from homes, putting it closer to us than to any other canyon-rim neighborhood. Residents should not also have to put up with increased on-street construction worker traffic.

D Some Maidu Drive residents favor recreational use access via Pacific Avenue, a narrower street in a mixed-use area that includes multiple housing and a pre-school. In contrast, Maidu was engineered to carry Hwy. 49 traffic coming across the dam. Traffic entering the canyon via Pacific Ave. would travel south just below Riverview Drive homes, creating significant traffic and noise where none currently exists. It would also increase fire danger close below those homes. *The Pacific Avenue access should not be used.*

E **No information is given in the EIR as to noise levels due to construction or pump operation for Riverview Drive.**

F **No information is given in the EIR as to views of the pump station, rock fill, or parking areas for Riverview Drive.** Current views that are partially blocked by trees will likely become clearer as we reduce fuel loads by clearing the hillside below our homes in order to improve fire safety. Figure 3.9-1 of the EIR has no information on our neighborhood.

G **Recreational traffic trips are underestimated.**

Use of Oregon bar as a boating take-out with a two-car shuttle means that there would be four trips into that area per parking slot user. Upstream put-ins, perhaps at the confluence, would also experience increased use if the Oregon Bar takeout provides new put-in possibilities.

If the proposed parking areas are full, cars will travel from Auburn-Folsom Rd. along Maidu to the entrance gate in vain; even if they are turned away, they have still made the trip. *A "full" sign on Auburn-Folsom and Maidu would prevent some excess travel.*

H **The air pollution impact of recreational car trips is underestimated.**

The LB/day estimate of vehicle-emitted pollutants in Section 3-304 of the draft EIR appears to be based on 100 trips per day. However, emissions exceed

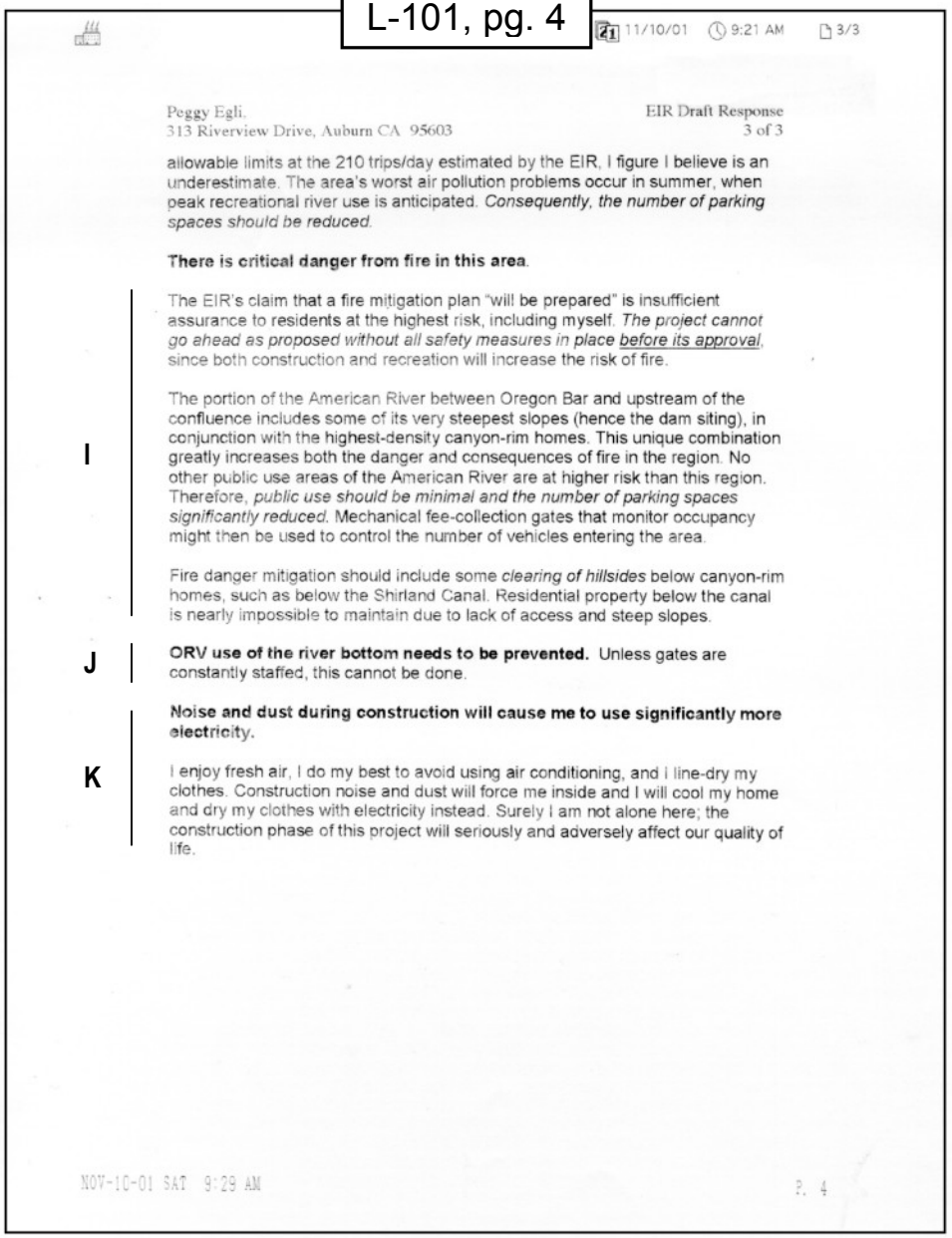
NOV-10-01 SAT 9:28 AM P. 3

F. Views selected for the visual analysis of the Proposed Project and alternatives were meant to be representative, rather than all-inclusive. Generally, the overall visual quality of the project site is expected to be enhanced due to careful architectural consideration of materials selected for construction of the pump station and related facilities, when compared to the seasonal pump station facility and above-ground transmission pipeline. Additionally, implementation of the river restoration component would be considered an improvement in overall visual quality, relative to existing or No Action/No Project Alternative conditions. The removal of fuel loads, and the potential impacts upon visual resources within the canyon are beyond the scope of this document and appropriately are under consideration as part of the Fire Management environmental review process.

G. Please refer to Master Response 3.1.6, Public River Access Features.

H. The lead agencies, in consultation with CDPR, have reduced the total number of parking spaces proposed at the site. Please refer to response L-3.C for an updated analysis of vehicle-related air quality emissions.

L-101, pg. 4



11/10/01 9:21 AM 3/3

Peggy Egli.
313 Riverview Drive, Auburn CA 95603

EIR Draft Response
3 of 3

allowable limits at the 210 trips/day estimated by the EIR, I figure I believe is an underestimate. The area's worst air pollution problems occur in summer, when peak recreational river use is anticipated. *Consequently, the number of parking spaces should be reduced.*

There is critical danger from fire in this area.

The EIR's claim that a fire mitigation plan "will be prepared" is insufficient assurance to residents at the highest risk, including myself. *The project cannot go ahead as proposed without all safety measures in place before its approval,* since both construction and recreation will increase the risk of fire.

I

The portion of the American River between Oregon Bar and upstream of the confluence includes some of its very steepest slopes (hence the dam siting), in conjunction with the highest-density canyon-rim homes. This unique combination greatly increases both the danger and consequences of fire in the region. No other public use areas of the American River are at higher risk than this region. Therefore, *public use should be minimal and the number of parking spaces significantly reduced.* Mechanical fee-collection gates that monitor occupancy might then be used to control the number of vehicles entering the area.

Fire danger mitigation should include some *clearing of hillsides* below canyon-rim homes, such as below the Shirland Canal. Residential property below the canal is nearly impossible to maintain due to lack of access and steep slopes.

J

ORV use of the river bottom needs to be prevented. Unless gates are constantly staffed, this cannot be done.

Noise and dust during construction will cause me to use significantly more electricity.

K

I enjoy fresh air, I do my best to avoid using air conditioning, and I line-dry my clothes. Construction noise and dust will force me inside and I will cool my home and dry my clothes with electricity instead. Surely I am not alone here; the construction phase of this project will seriously and adversely affect our quality of life.

NOV-10-01 SAT 9:29 AM P. 4

I. Please refer to Master Response 3.1.9, Fire Management.

J. Off-road vehicle use would not be permitted in the project area. The entrance booth would be staffed during all hours of operation and the gate would be closed and locked at all other times. Please refer to Master Response 3.1.6, Public River Access Features.

K. While it is recognized that the construction of the American River Pump Station Project likely would create higher noise levels in the study area, these are expected to be minimized by the implementation of the extensive environmental protection measures incorporated into the Proposed Project as described in the Draft EIS/EIR (Section 2.3, page 2-31). Implementation of these measures would include limited hours for activities that generate high noise levels. Excessive dust levels would not be expected during construction due to the rocky nature of the ground at the project site. However, applicable dust control measures are included in the Mitigation Plan (Appendix C) and identified in Chapter 2.0, Description of Alternatives, Section 2.3, Environmental Protection and Mitigation Measures in the Final EIS/EIR. Additionally, mitigation includes on-going monitoring for effectiveness of emission control measures, inspections by local air pollution control district authorities, and a public outreach element that would permit the public to obtain information and provide input regarding project construction activities.

L-102

FAX MEMO

November 9, 2001

To: American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Ave., Suite 10
Sacramento, CA 95825

From: Mary Abbott
P.O. Box 6283
Auburn, CA 95604
(530) 346-7155 ph
(530) 346-7177 fax

RE: Draft EIS/EIR

I spoke briefly at the public hearing held in Auburn last month. I am faxing to you now a copy of my written comments, which I just emailed a few minutes ago to Carol Brown at your office. (I was told was okay when I called your office at about 1:00 p.m. today.)

I thought it best that I fax these as well, just to make sure you received them, complete with a signature.

NOV- 9-01 FRI 4:08 PM P. 1

L-102, pg. 2

Mary Abbott

From: Mary Abbott <mabbott@wizwire.com>
To: <brown@swri.net>
Sent: Friday, November 09, 2001 3:49 PM
Subject: RE: American River Pump Station Project

I am writing in response to the Draft EIS/EIR for the American River Pump Station Project.

A

Overall, I believe this is a great project--increasing Placer County's water supply while improving safety and restoring a portion of river. However, it pits one recreation interest against another. While whitewater boaters will have a new section of river to run, hikers, bikers, runners and equestrians will lose access to miles and miles of trails. I would like to see the final EIS/EIR address this impact--the closure of the Auburn to Cool trail--more thoroughly. Presently, the document states that "Due to is popularity and use in special events, this closure would result in a significant unavoidable impact." My question is, whose conclusion is that this impact is "unavoidable"? There are solutions. One would be the construction of a bridge to cross the river and keep the Auburn to Cool trail open. A new alternative should be developed to address this so-called "unavoidable" impact. Additionally, I believe there needs to be more study of the amount of recreational use of this trail. Though I cannot claim to have read the entire document cover to cover, I did not find any thorough study of this issue. On page 3-204, there is a statement: "The anticipated construction, operation, and maintenance impacts on recreation were assessed in part by consulting with Reclamation and CDPR staff." These are knowledgeable professionals, still I believe there should have been more study and documentation of trail use.

The Auburn area is know nationwide--and even increasingly internationally--for the Western States 100 mile endurance run and equestrian Tevis Cup. Horsemen make a significant contribution to the local economy. Decreasing trail access from Auburn to Cool will have an economic impact. This too should be studied. Also, if the trail is closed, there will be more trailers driving from Auburn to Cool via Highway 49 to access Cool side trails. This will not make commuters and weekend motorists happy, as you would know if you have ever been stuck behind a gooseneck trailer on the uphill curves!

Re: the current preferred alternative. If new roadways and parking lots are to be constructed, please consider impact on equestrian trails. Please do not cover current trails with roadway. If trails must be covered, new dirt trails for equestrians should be constructed along side the roads. I am also wondering whether either of the two new parking areas (Auburn Site and Oregon Bar) will have spaces for horse trailers. I did not see such specifically mentioned in the Draft EIS/EIR. At least one of the new lots, I believe, should have horse trailer access for a minimum of six rigs. Currently, the trailhead at the Overlook is often packed with trailers on the weekend. If would be great to increase parking for horse trailers!

In summary, most important, I believe, is keeping the Auburn to Cool trail open. The plan to increase water supply while restoring the river is excellent. The plan, however, stops short of doing the best it can for our area. There should be no need to trade off one form of recreation for another. Many people live in Auburn because they love the quality of life in this region--which includes great recreational opportunities. The current preferred plan would, overall, decrease these opportunities. Let's take the plan a step further and meet the needs of ALL current recreationists, and not trade off one for another.

Thank you for considering my comments.

Mary Abbott
(Equestrian--who also hikes, runs, rides a mountain bike, and is a former professional raft guide!)
P.O. Box 6283
Auburn, CA 95604

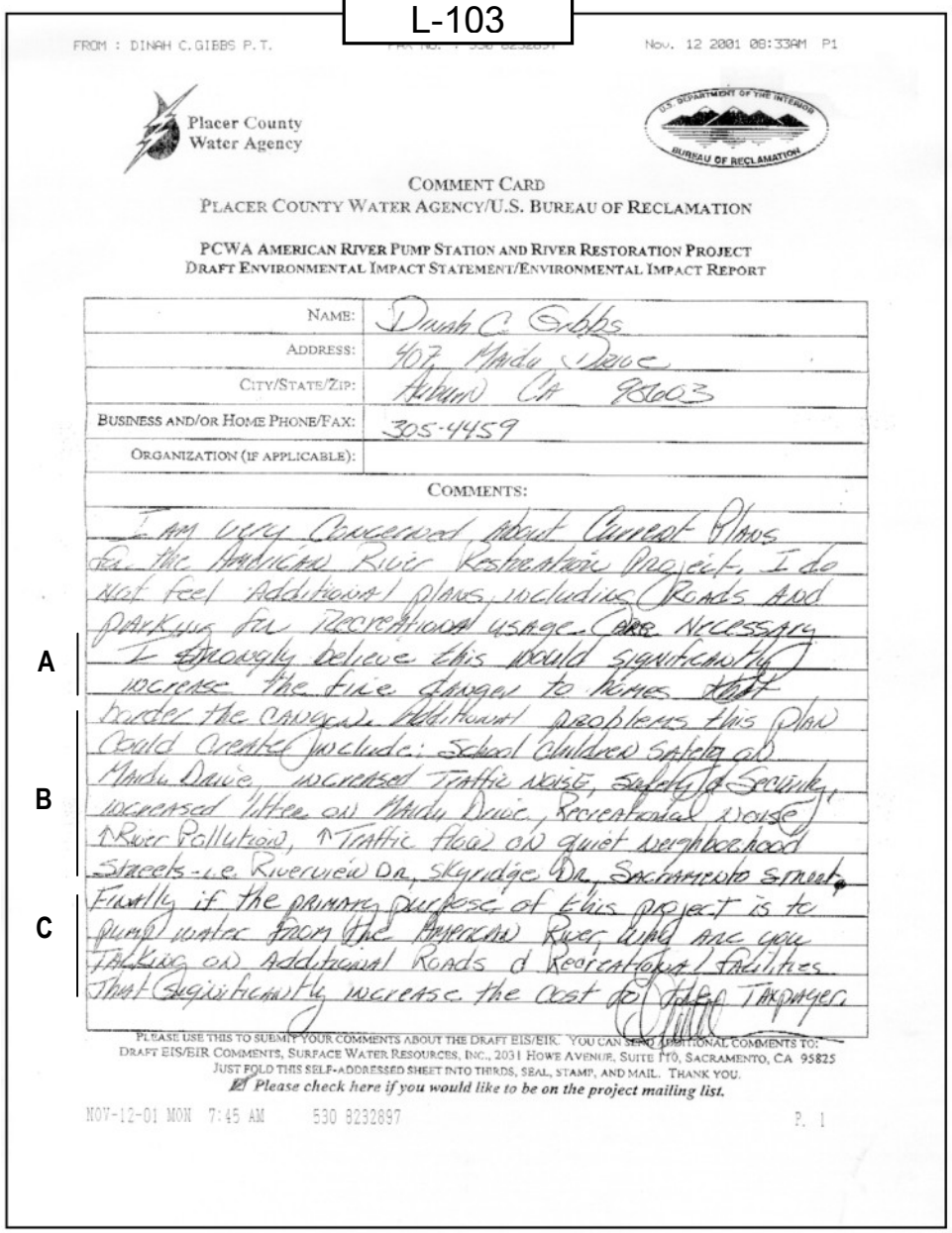
Mary Abbott

11/9/01

NOV- 9-01 FRI 4:08 PM P. 2

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-103



FROM : DINAH C. GIBBS P.T. Nov. 12 2001 08:33AM P1

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Dinah C. Gibbs
ADDRESS:	407 Mardu Drive
CITY/STATE/ZIP:	Auburn CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	305-4459
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

I am very concerned about current plans for the Hodrickes River Restoration Project. I do not feel additional plans, including Roads and parking for recreational usage. Are necessary. I strongly believe this would significantly increase the fire danger to homes that border the canyon. Additional problems this plan could create include: School Children Safety on Mardu Drive, increased traffic noise, Safety & Security, increased litter on Mardu Drive, Recreational noise ↑River Pollution, ↑Traffic flow on quiet neighborhood streets - i.e. Riverview Dr, Skyridge Dr, Sacramento street. Finally if the primary purpose of this project is to pump water from the American River why are you talking on Additional Roads & Recreational facilities that significantly increase the cost to the Taxpayer.

A

B

C

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☑ *Please check here if you would like to be on the project mailing list.*

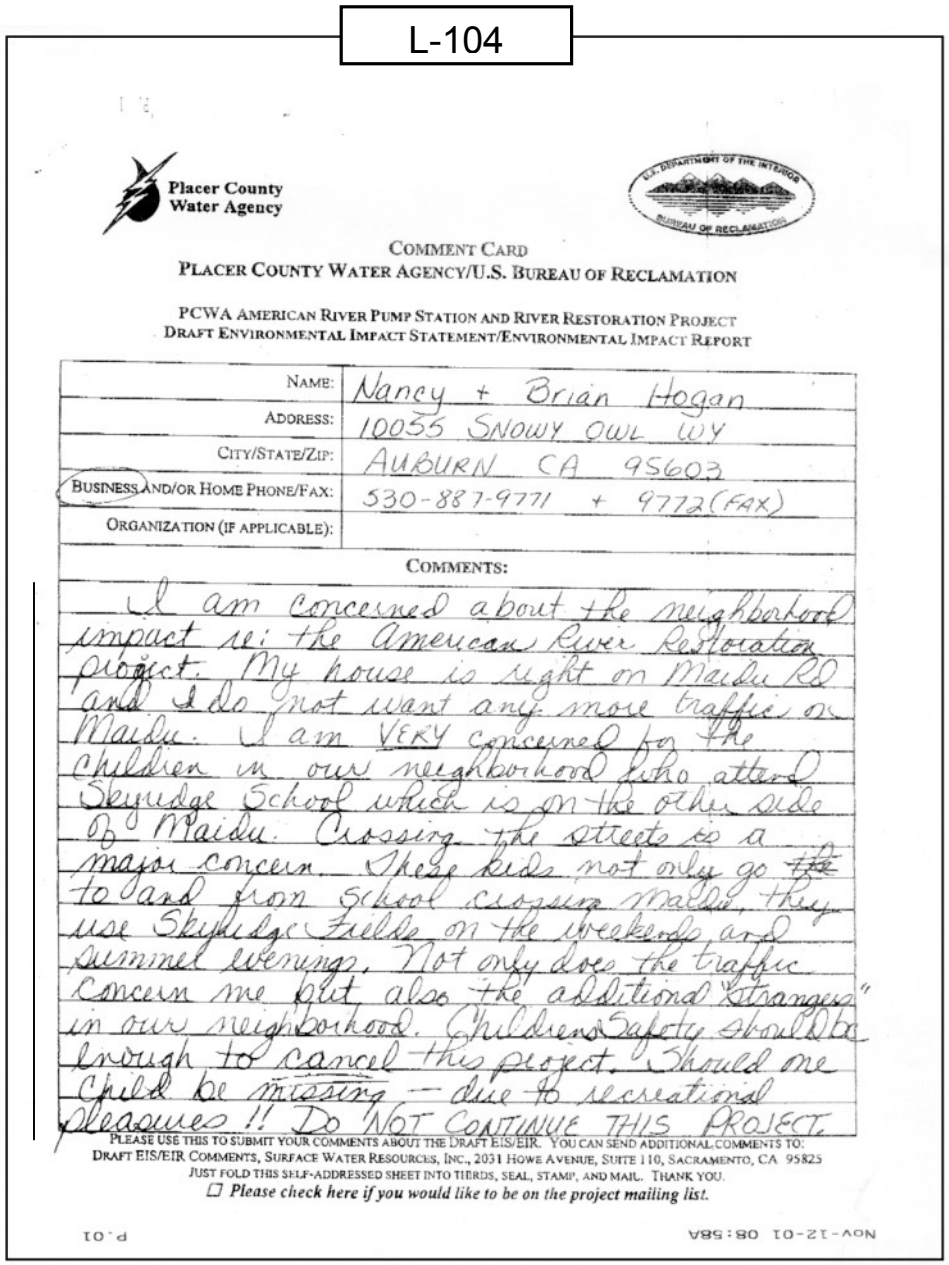
NOV-12-01 MON 7:45 AM 530 9232897 P. 1

A. Please refer to Master Response 3.1.9, Fire Management.

B. Please refer to Master Response 3.1.6, Public River Access Features and Master Response 3.1.10, Project Access.

C. The Draft EIS/EIR presents the threefold purpose of the project in Chapter 1.0, Introduction (page 1-1), which is not limited to the provision of a water supply diversion for PCWA's Middle Fork Project water entitlement, but also includes elimination of the public safety hazard created by the Auburn Dam bypass tunnel, and restoration of the river channel. The Draft EIS/EIR provides additional information supporting these project purposes in Section 1.3, Project Needs and Objectives (page 1-5). Although PCWA's primary purpose is to obtain a permanent pump station to divert American River water, Reclamation and the State of California have two additional purposes. Since the decision on where to locate the pump station would inevitably be affected by these entities' decisions with respect to these latter two purposes, it made sense to analyze possible alternative locations for the pump station as part of the same overall environmental review process, intended to satisfy by CEQA and NEPA.

L-104



Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Nancy + Brian Hogan
ADDRESS:	10055 SNOWY OWL WY
CITY/STATE/ZIP:	AUBURN CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-887-9771 + 9772 (FAX)
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

I am concerned about the neighborhood impact re: the American River Restoration project. My house is right on Maidu Rd and I do not want any more traffic on Maidu. I am VERY concerned for the children in our neighborhood who attend Skyridge School which is on the other side of Maidu. Crossing the streets is a major concern. These kids not only go to and from school crossing Maidu, they use Skyridge fields on the weekends and summer evenings. Not only does the traffic concern me but also the additional "strangers" in our neighborhood. Children's Safety should be enough to cancel this project. Should one child be missing — due to recreational pleasures !! DO NOT CONTINUE THIS PROJECT.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ *Please check here if you would like to be on the project mailing list.*

NOV-12-01 08:58A P.01

A

A. Please refer to Master Response 3.1.6, Public River Access Features.

L-105

Ron Otto, 06:02 PM 11/11/01, PCWA Pump Station DEIR--Ophir

From: "Ron Otto" <ophir1@quiknet.com>
To: "Carol Brown" <brown@swri.net>
Subject: PCWA Pump Station DEIR--Ophir Area Property Owners Assoc Request to extend comment period
Date: Sun, 11 Nov 2001 18:02:53 -0800
X-MSMail-Priority: Normal
X-Mailer: Microsoft Outlook Express 5.50.4522.1200
X-MimeOLE: Produced By Microsoft MimeOLE V5.50.4522.1200

OPHIR AREA PROPERTY OWNERS ASSOC., INC.

PO BOX 752

NEWCASTLE, CA, 95658

November 11, 2001 Via e-mail and fax

Re: Request to extend comment period DEIR/DEIS PCWA American River Pump Station

American River Pump Station Project

Draft EIR/EIS Comments

Surface Water Resources, Inc.

2031 Howe Avenue, Suite 110

Sacramento, CA 95825

Dear Ms. Brown:

A Our community organization, *the Ophir Area Property Owners Association, requests an immediate 30 day or more extension of the comment period for the proposed PCWA American River Pump Station Project DEIR/DEIS.* Proper notice was not- and most certainly should have been given us, so that we could participate as stakeholders and as directly affected residents along the Auburn Ravine. We deserve the same opportunity for public participation afforded numerous others on the distribution list, many of whom have far less at stake than do we.

As we learned of the close of comment and obtained a copy of the DEIR/DEIS not in a timely fashion, i.e. just a few days ago, we request an immediate response to this request.

Sincerely,

Ronald Otto for the Auburn Ravine Creek Preservation Committee, and Ophir Area Property Owners Association

Printed for "Carol Brown, Surface Water Resources, Inc." <br... 1

A. The public review period for the draft EIS/EIR was extended for an additional 30 days, for a total public review period of 93 days.

L-106

Mike Lee, Architect

3600 Seymour Avenue, West Sacramento, CA 95691
916-372-0313 voice - voicemail 916-372-8512 fax
mleeaia@jps.net email

11 Nov 01

American River Pump Station Project
Draft EIS/EIR Comments, Surface Water Resources
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

Close the Auburn Dam Diversion Tunnel and Restore the American River

Dear Folks:

A My wife and I respectfully urge the adoption of the preferred "Mid-Channel Diversion Alternative" to provide for the closure of the Diversion Tunnel at the Auburn Dam construction site and restoration of the river into its natural channel. This will also facilitate water supply to customers in Placer County.

Sincerely,

Mike Lee Jude Lee

Licensed California Architect C25664

A. Project support noted

L-107

November 13, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 How Ave. Suite 110
Sacramento, CA 95825

Dear Sirs:

A

I am concerned about the loss of the Auburn to Cool trail as a result of the closing of the tunnel at the Auburn dam construction site.

The Auburn to Cool trail provided the only safe route for mountain bicyclists to get between the 2 towns. The only other route requires riding on at least 2 miles of hwy. 49 that has no shoulders and high traffic speeds.

I realize that the cost of a bridge would be large. I believe that a better lower cost alternative would be a new trail that goes from the dam overlook to either hwy. 49 at the river or Mt. Quarries bridge and then up to Cool.

B

I hope that mitigation for closing the existing trail would include all or partial funding for such a trail.

The completion of the pump station project will result in more people using the park. Additional long term funds are needed to manage the park as the number of visitors increase. Some funding source should be identified to do this.

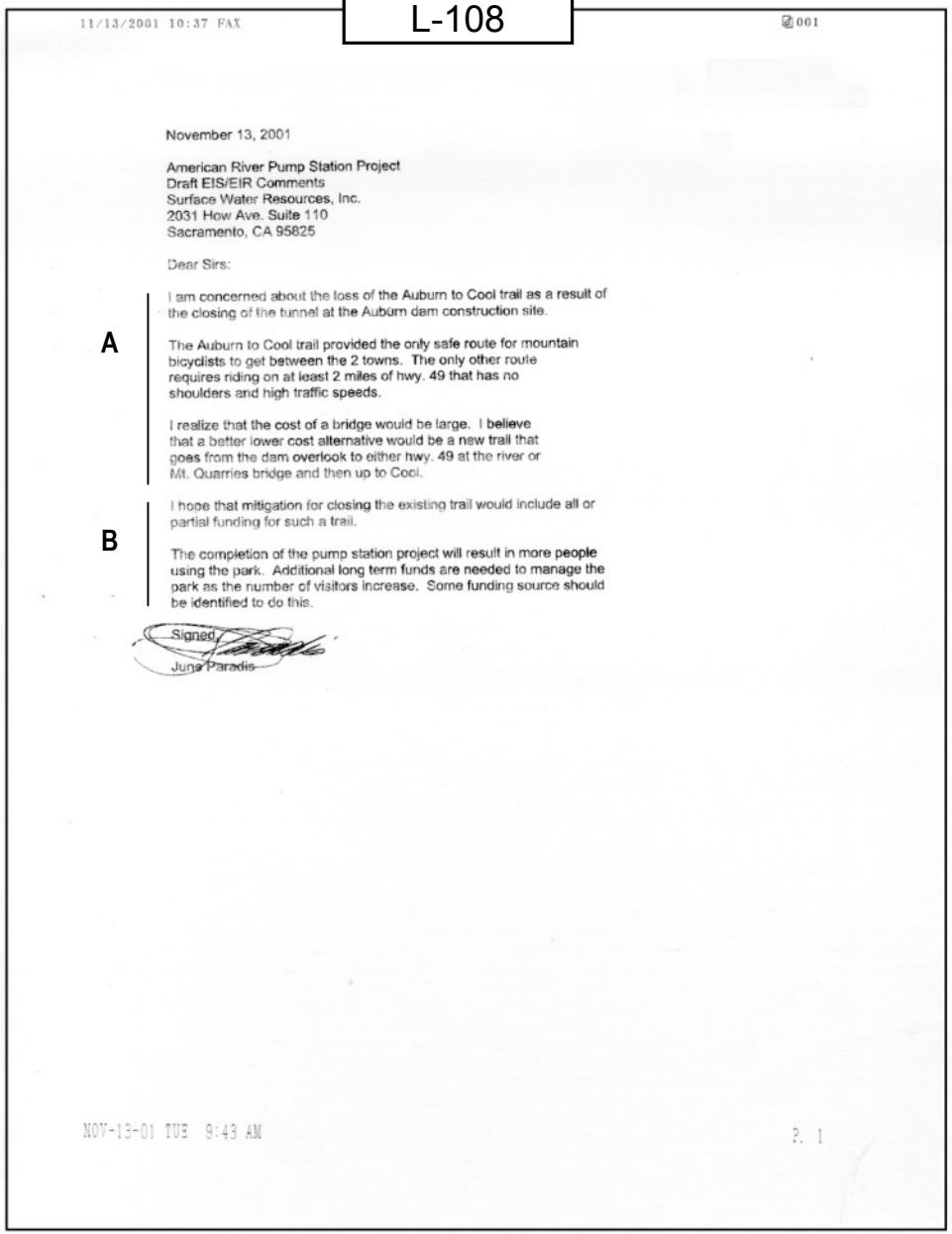
Signed,
Ken Paradis

NOV-13-01 TUE 9:44 AM P. 2

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

B. Please refer to Master Response 3.1.2, American River Pump Station Project Funding.

L-108



11/13/2001 10:37 FAX 001

November 13, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 How Ave. Suite 110
Sacramento, CA 95825

Dear Sirs:

A I am concerned about the loss of the Auburn to Cool trail as a result of the closing of the tunnel at the Auburn dam construction site.

The Auburn to Cool trail provided the only safe route for mountain bicyclists to get between the 2 towns. The only other route requires riding on at least 2 miles of hwy. 49 that has no shoulders and high traffic speeds.

I realize that the cost of a bridge would be large. I believe that a better lower cost alternative would be a new trail that goes from the dam overlook to either hwy. 49 at the river or Mt. Quarries bridge and then up to Cool.

B I hope that mitigation for closing the existing trail would include all or partial funding for such a trail.

The completion of the pump station project will result in more people using the park. Additional long term funds are needed to manage the park as the number of visitors increase. Some funding source should be identified to do this.

Signed,
Juna Paradis

NOV-13-01 TUE 9:43 AM P. 1

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

B. Please refer to Master Response 3.1.2, American River Pump Station Project Funding.

L-109

Elizabeth G. Flynn
952 Campbell Circle
Woodland, CA 95776
(530) 406-8513

November 10, 2001

American River Pump Station Project
c/o SWRI, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

Dear Gentlepersons:

A Legislation signed into effect by Governor Davis, in October 2001, has changed the way water suppliers and markets must interact. So, now PCWA has new responsibilities for the environmental impacts on water service programs in it's delivery. Therefore EIS/EIR, of the American River Pump Station Project, must fully consider the environmental impacts, alternatives and measures for avoidance and mitigation within the body of the CEQA & NEPA documentation.

More than ever PCWA is clearly responsible for indirect and cumulative impacts relative to water diversion and delivery from the prospered project.

B A fourth alternative of tunnel closure without a pump station project would meet part of the project purpose of restoring the river to its state-owned channel. EIS/EIR should be reissued to accommodate recent state legislation to include this fourth alternative. By Comparison, the alternative of a pump station without tunnel closure meets

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

B. The commenter suggested that the EIS/EIR should be reissued to accommodate recent state legislation to include the fourth alternative. Senate Bill 221 (SB-221) prohibits a city or county from approving a residential subdivision of more than 500 units unless there is written verification that a sufficient water supply is or will be available for the development. None of the alternatives discussed in the Draft EIS/EIR are proposing subdivision development and therefore SB-221 is not within the scope of this project, nor does its passage affect the analysis of the project or its alternatives.

L-109, pg. 2

Elizabeth S. Flynn
page 2

November 10, 2001

The project purposes, in part.

All alternatives need to be considered accordingly. Holding State water rights does not guarantee use of federal land and public trust resources for appropriation of the water rights.

C

I support no project alternative until the necessary corrections are made to the project EIS/EIR. However, the project alternative must also provide for mitigation of any loss to the Auburn Cool trail access by including a bridge over the river to prevent the loss of established access.

The loss of the Auburn-Cool trail would be highly significant. Significant in terms of recreation and transportation — but is not unavoidable.

D

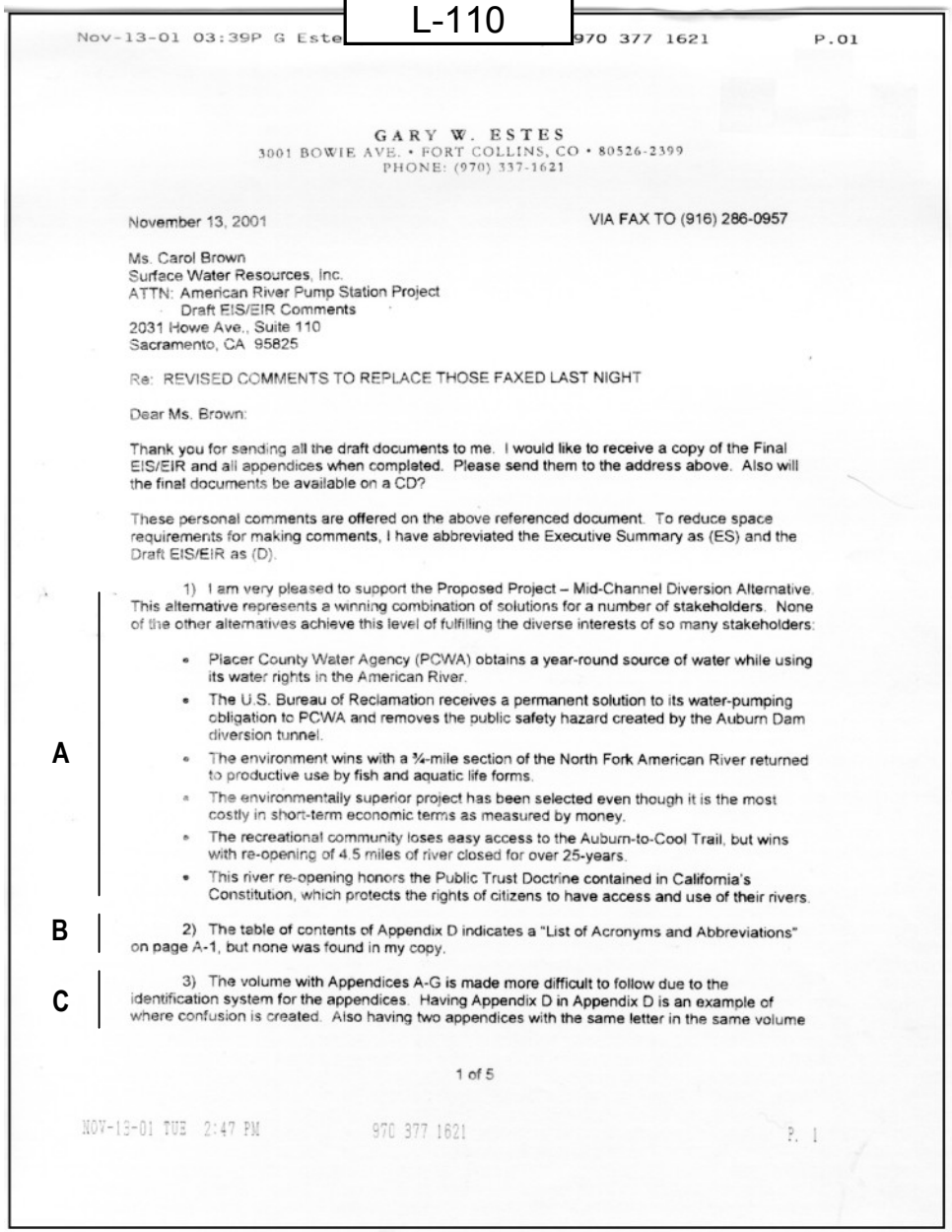
Thank you for your consideration.

Sincerely,
Elizabeth S. Flynn

C. The commenter also stated "holding state water rights does not guarantee use of federal land and public trust resources for appropriation of the water rights" and this comment has been noted. The purpose of the proposed project is not simply to exercise water rights, but to utilize those existing rights to meet the water needs of the residents of Placer County and to prevent shortages or a building moratorium. Also, please see Response L-21.A and Response L-112.B.

D. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-110



Nov-13-01 03:39P G Este 970 377 1621 P.01

GARY W. ESTES
3001 BOWIE AVE. • FORT COLLINS, CO • 80526-2399
PHONE: (970) 337-1621

November 13, 2001 VIA FAX TO (916) 286-0957

Ms. Carol Brown
Surface Water Resources, Inc.
ATTN: American River Pump Station Project
Draft EIS/EIR Comments
2031 Howe Ave., Suite 110
Sacramento, CA 95825

Re: REVISED COMMENTS TO REPLACE THOSE FAXED LAST NIGHT

Dear Ms. Brown:

Thank you for sending all the draft documents to me. I would like to receive a copy of the Final EIS/EIR and all appendices when completed. Please send them to the address above. Also will the final documents be available on a CD?

These personal comments are offered on the above referenced document. To reduce space requirements for making comments, I have abbreviated the Executive Summary as (ES) and the Draft EIS/EIR as (D).

A

1) I am very pleased to support the Proposed Project – Mid-Channel Diversion Alternative. This alternative represents a winning combination of solutions for a number of stakeholders. None of the other alternatives achieve this level of fulfilling the diverse interests of so many stakeholders:

- Placer County Water Agency (PCWA) obtains a year-round source of water while using its water rights in the American River.
- The U.S. Bureau of Reclamation receives a permanent solution to its water-pumping obligation to PCWA and removes the public safety hazard created by the Auburn Dam diversion tunnel.
- The environment wins with a ¾-mile section of the North Fork American River returned to productive use by fish and aquatic life forms.
- The environmentally superior project has been selected even though it is the most costly in short-term economic terms as measured by money.
- The recreational community loses easy access to the Auburn-to-Cool Trail, but wins with re-opening of 4.5 miles of river closed for over 25-years.
- This river re-opening honors the Public Trust Doctrine contained in California's Constitution, which protects the rights of citizens to have access and use of their rivers.

B

2) The table of contents of Appendix D indicates a "List of Acronyms and Abbreviations" on page A-1, but none was found in my copy.

C

3) The volume with Appendices A-G is made more difficult to follow due to the identification system for the appendices. Having Appendix D in Appendix D is an example of where confusion is created. Also having two appendices with the same letter in the same volume

1 of 5

NOV-13-01 TUE 2:47 PM 970 377 1621 P. 1

A. Project support noted.

B. A list of acronyms and abbreviations is included in the List of Acronyms and Abbreviations of the Final EIS/EIR. This change does not alter the conclusions presented in the Draft EIS/EIR.

C. Comment noted.

D. Reclamation frequently includes the biological opinion in the Final EIS. Ultimately, Reclamation cannot issue the Record of Decision for an action until it has received the federal resource agencies' biological opinions. Appendix G, National Marine Fisheries Service Coordination and Consultation, is a placeholder for the agency's biological opinion.

E. Please refer to Response L-110.B.

F. The suggested revision regarding the Project History section is included in Chapter 1.0, Section 1.2, Project History of the Final EIS/EIR. This change does not alter the conclusions presented in the Draft EIS/EIR.

L-110, pg. 2

Nov-13-01 03:39P G Es 970 377 1621 P.02

is confusing. Color coding was used to try and distinguish the appendices, but this reader found it confusing and having to spend time figuring out the identification system was a waste of time. Using a different identification sequence for the Appendix D appendices would greatly reduced the confusion and saved time. Suggestion would be to identify appendices in Appendix D with a number and letter designation. So Appendix A of Appendix D would instead be Appendix 1D, Appendix B would be Appendix 2D, etc. This allows the page numbering in each appendix to be unique as well.

D 4) Appendix G was missing from my copy. Cover page was provided.

E 5) Would be nice to add a "List of Acronyms and Abbreviations" in the Executive Summary, as some people only read it and no other documents.

F 6) "The "Project History" found on page 2 (ES) and on page 1-1 (D) would be more complete and helpful in setting the stage by adding the underlined language to the existing sentence to read, "Because of concerns over seismic safety heightened by the 5.7 magnitude (Richter scale) Oroville earthquake of August 1, 1975, construction of Auburn Dam was suspended in 1977."

G 7) Figure S-1 (ES), Figure 1-1 (D), and Figure 2-1 (D) fail to establish the regional setting for the reader because neither the City of Auburn nor the project area are shown on the maps.

H 8) In Table S-2 (ES) and Table 2-2 (D) under column "Facility" the entry "Pump Station Configuration: PCWA" lists to the right under the column "Proposed Project" the number of pumps as four, but five pumps are detailed. Less confusion for the reader if five is shown as the pump total then followed by the existing list.

I 9) On page 2-17 (D) under section 2.2.2.1, it states the new pump station will be constructed above the 100-year flood level. Will the new pump station be built above the 500-year, or 1-in-500 chance, flood level? In other states, like Iowa, critical infrastructure, such as a water supply facility, is required to be elevated, or flood proofed, to at least 1.0 foot above the 500-year frequency flood. PCWA's new pump station is critical infrastructure requiring more than the minimum 100-year level of flood protection. The 100-year flood frequency is the minimum requirement to remove the pump station from the statutory floodplain and eliminate the requirement to have flood insurance under the National Flood Insurance Program. The PCWA pump station is too important to the residents of Placer County and should be above the 500-year flood level, not just the 100-year.

J 10) On page 2-26 (D), the last sentence of the fourth complete paragraph states, "Extreme flooding events occasionally may result in the need to rebuild the parking area." Please define what is meant by "extreme flooding event" by proving the flood frequency, discharge rate, and flood elevation assumed for such an event. For example, is it 1-in-200, 1-in-500, or 1-in-1000 frequency flood?

K 11) On page 23 (ES), the abbreviation "DWR" under "Regional Setting" does not appear to have been defined earlier in the document. For the lay reader, they will probably not know what it means. Also there is no list of acronyms and abbreviations for a reader to refer to define the abbreviation.

L 12) The legend for Figure S-9 (ES) uses a number of abbreviations, which are no defined in the text nor is there a list of abbreviations for the reader to reference. Checking the list of acronyms and abbreviations in the Draft, these abbreviations do not appear. The legend should

2 of 5

NOV-13-01 TUE 2:49 PM 970 377 1621 P. 2

G. The text of the Draft EIS/EIR (page 3-5) provides further explanation of the regional study area. Key features of the study area (i.e., Folsom Reservoir and the American River) are shown on Figure 2-2, page 2-3.

H. Comment noted.

I. Pages 2-8 and 2-17 of the Draft EIS/EIR state that the Proposed Project would be built above the 100-year flood level at elevation 560 ft msl. At this elevation, the proposed pump station site is approximately 5 feet above the estimated 100-year flood level. This level of flood protection is considered the minimum requirement for this type of facility under common engineering practices. There are currently no requirements to construct water supply infrastructure above the 500-year flood level. Although this specification, as noted by the commenter, is federally-required for critical flood control infrastructure projects, the pump station is not a flood control structure. While PCWA considers the pump station to be critical infrastructure necessary to supply water to customers in its service area, economic considerations would prevent construction of the pump station above the 500-year flood elevation. It is more economical to design the pump station above the 100-year flood level, and design the structure to tolerate inundation from infrequent flood events. To reduce the risk of damage due to flooding, all portions of the diversion structure would be designed to tolerate inundation during flood events greater than the 1½ year, bank-full event. While damage during high flood events may occur, the risks to water supply reliability would be significantly decreased or eliminated, relative to the existing condition.

J. As described in Master Response 3.1.6, Public River Access Features, the lead agencies, in coordination with CDPR, have revised the proposed public river access features and propose only development of riverside parking to accommodate 3 handicap-accessible spaces and a vehicle turnaround area for loading and unloading equipment. It is anticipated that minor maintenance will be required each year.

K. An updated list of acronyms and abbreviations is provided in the Final EIS/EIR. The acronym DWR is used for the California Department of Water Resources. This change does not alter the conclusions presented in the Draft EIS/EIR.

L. The acronyms included on Figure S-9 are included in the updated acronym and abbreviation list provided at the front of the Final EIS/EIR.

L-110, pg. 3

stand-alone with the full names given without abbreviations. This is especially important in an executive summary.

M | 13) On page 36 (ES) under "Public Health and Worker Safety," the third sentence from the bottom of is missing the word "in" between "be" and "place."

N | 14) On page 39 (ES) in the first complete paragraph the acronym "VELB" is used, but no defined in the text. The common practice is to identify an acronym before using it.

O | 15) Chapter 3.0 (D) is difficult to read, as there is no description in the "Introduction" as to where the figures and tables for the chapter are located. When reading the section "3.11 Power Supply," it took me awhile to figure out Table H-3.11-1 mentioned on page 3-268 is located in Appendix H. People do not read entire chapters, but focus on areas of specific interest. They will read the "Introduction" to understand how the chapter is organized and then move on to specific interest. Suggest language be added in the "Introduction" as to the location, or on each page where figures and tables are mentioned indicate where they are located.

P | 16) Figure 3.8-2 (D) on page 3-205 only shows parts of the Auburn-to-Cool Trail and Western States Trail. The map does not indicate that the trails are incomplete and in fact extend further than shown. The map should correctly show the trails to the extend of the area depicted on the map or indicate that the trails are not shown to extend they actually exist on the ground in the area depicted.

17) On page 3-263 (D) under "Central Valley Project Hydropower System:

Q | a) The first sentence describes the CVP hydropower system having eight power plants and two pump-generating plants for a total of ten plants. Reference is made to Table 3.11-1, which lists eleven plants. Please reconcile the different between text and table.

R | b) The third sentence describes the installed capacity at 2,044,350 kilowatts. Reference is made to Table 3.11-1 showing total capacity at 2,085,350. Please reconcile the different between text and table.

18) The following comments refer to both Table S-3 (ES) and Table 2-7 (D) since they appear to contain the same information. My page references will be made to the Draft:

S | a) My reading and understanding of the tables would have been easier and faster if some explanation had been provided when the tables were introduced. This could be achieved by taking some language on page 3-3 (D) under "Impact Analysis" and modifying it. Let me suggest the following:

"Table ___ presents the results of the assessment of potential environmental impacts and mitigation measures of the Proposed Project and alternatives. Environmental impacts are grouped as either Facilities-Related Impacts or Diversion-Related Impacts."

Then add the 3rd and 4th sentences of the first paragraph under "Impact Analysis." Replace "effects" in the 3rd sentence with "impacts." Follow this with the first sentence of the second paragraph. Replace "effects" at the beginning of the paragraph with "impacts." Then add the following:

M. This correction is noted in the Executive Summary to the Final EIS/EIR. This change does not alter the conclusions presented in the Draft EIS/EIR.

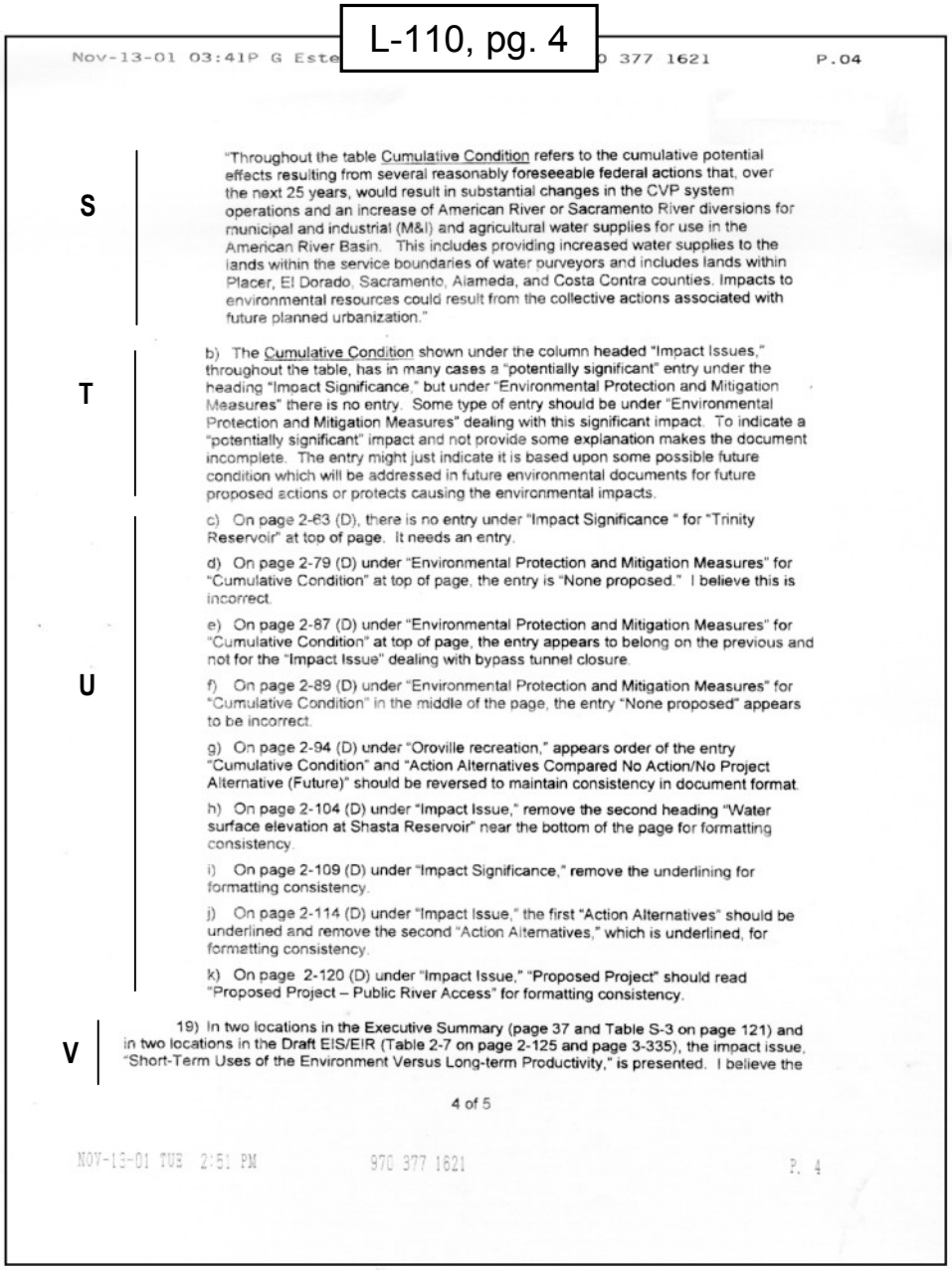
N. An updated list of acronyms and abbreviations is provided in the Final EIS/EIR. The acronym VELB is used for Valley Elderberry Longhorn Beetle. This change does not alter the conclusions presented in the Draft EIS/EIR.

O. The Draft EIS/EIR makes reference to Appendix H in Chapter 3.0, Section 3.3.2, Diversion-related Analysis Framework, paragraph 3, page 3-14. Additionally, in most of the impact evaluation sections, Appendix H is indicated the first time a figure or table located in that appendix is referenced. However, to provide additional clarification, an additional explanation is provided in Chapter 3.0, Section 3.1.1.2, Environmental Consequences/Impact Analysis. This change does not alter the conclusions presented in the Draft EIS/EIR.

P. A revised trails map has been prepared and is included in Chapter 3.0, Section 3.8, Recreation, 3.8.1.2, Project Area Setting. This change does not alter the conclusions presented in the EIS/EIR.

Q. The correction to the description of the Central Valley Project hydropower system is included in Chapter 3.0, Section 3.11.1, Affected Environment. This change does not alter the conclusions presented in the Draft EIS/EIR.

R. The correction regarding the installed power capacity of the CVP hydropower system is included in Chapter 3.0, Section 3.11.1, Affected Environment. This change does not alter the conclusions presented in the Draft EIS/EIR.



L-110, pg. 4

S "Throughout the table Cumulative Condition refers to the cumulative potential effects resulting from several reasonably foreseeable federal actions that, over the next 25 years, would result in substantial changes in the CVP system operations and an increase of American River or Sacramento River diversions for municipal and industrial (M&I) and agricultural water supplies for use in the American River Basin. This includes providing increased water supplies to the lands within the service boundaries of water purveyors and includes lands within Placer, El Dorado, Sacramento, Alameda, and Costa Contra counties. Impacts to environmental resources could result from the collective actions associated with future planned urbanization."

T b) The Cumulative Condition shown under the column headed "Impact Issues," throughout the table, has in many cases a "potentially significant" entry under the heading "Impact Significance," but under "Environmental Protection and Mitigation Measures" there is no entry. Some type of entry should be under "Environmental Protection and Mitigation Measures" dealing with this significant impact. To indicate a "potentially significant" impact and not provide some explanation makes the document incomplete. The entry might just indicate it is based upon some possible future condition which will be addressed in future environmental documents for future proposed actions or protects causing the environmental impacts.

U c) On page 2-63 (D), there is no entry under "Impact Significance " for "Trinity Reservoir" at top of page. It needs an entry.

d) On page 2-79 (D) under "Environmental Protection and Mitigation Measures" for "Cumulative Condition" at top of page, the entry is "None proposed." I believe this is incorrect.

e) On page 2-87 (D) under "Environmental Protection and Mitigation Measures" for "Cumulative Condition" at top of page, the entry appears to belong on the previous and not for the "Impact Issue" dealing with bypass tunnel closure.

f) On page 2-89 (D) under "Environmental Protection and Mitigation Measures" for "Cumulative Condition" in the middle of the page, the entry "None proposed" appears to be incorrect.

g) On page 2-94 (D) under "Oroville recreation," appears order of the entry "Cumulative Condition" and "Action Alternatives Compared No Action/No Project Alternative (Future)" should be reversed to maintain consistency in document format.

h) On page 2-104 (D) under "Impact Issue," remove the second heading "Water surface elevation at Shasta Reservoir" near the bottom of the page for formatting consistency.

i) On page 2-109 (D) under "Impact Significance," remove the underlining for formatting consistency.

j) On page 2-114 (D) under "Impact Issue," the first "Action Alternatives" should be underlined and remove the second "Action Alternatives," which is underlined, for formatting consistency.

k) On page 2-120 (D) under "Impact Issue," "Proposed Project" should read "Proposed Project – Public River Access" for formatting consistency.

V 19) In two locations in the Executive Summary (page 37 and Table S-3 on page 121) and in two locations in the Draft EIS/EIR (Table 2-7 on page 2-125 and page 3-335), the impact issue, "Short-Term Uses of the Environment Versus Long-term Productivity," is presented. I believe the

S. Commenter's suggestion regarding clarification of the cumulative condition in the introduction to Draft EIS/EIR Table 2-7 is included in the Final EIS/EIR, Chapter 2.0, Section 2.4, Summary of Alternatives and Impacts. This change does not alter the conclusions presented in the Draft EIS/EIR.

T. An updated summary of impacts and environmental protection measures is provided in Final EIS/EIR, Chapter 2.0, Section 2.4, Summary of Alternatives and Impacts. Suggestions made by the commenter have been incorporated into the updated table. These changes do not alter the cumulative condition impact conclusions presented in the Draft EIS/EIR.

U. The suggested edits and corrections indicated by the commenter have been incorporated into the updated Summary of Impacts and Environmental Protection Measures presented in the Final EIS/EIR, Chapter 2.0, Section 2.4, Summary of Alternatives and Impacts. These corrections do not alter the conclusions presented in the Draft EIS/EIR.

V. The suggested revision to the discussion of "Short-term uses of the Environment versus Long-term Productivity" are provided in the Final EIS/EIR, Chapter 3.0, Section 3.18.5, Short-Term Uses of the Environment Versus Long-Term Productivity. This change does not alter the conclusions presented in the Draft EIS/EIR.

L-110, pg. 5

discussion is limited to the productivity of the proposed project as it relates to impacts upon the human environment and economic viability. I agree with the conclusion:

"The project would have short-term impacts to air quality, habitat of wildlife species, recreation, and noise, but these impacts are not expected to alter the long-term productivity of the natural environment." (page 3-335)

V (cont)

However, I believe there are long-term benefits to the natural environment resulting from the proposed project, which should be recognized. These benefits are identified in the Draft EIS/EIR, but not included in the four locations identified above. I suggest adding the following language in the four locations. The language is based upon that found under Impact 3.5-9 (p. 3-85), Impact 3.5-10 (p. 3-86), and the last paragraph on page 39:

"The Proposed Project includes restoring a previously dewatered channel, resulting in increased habitat availability for fish resources in the project vicinity. This habitat alteration represents a long-term environmental beneficial effect on fish resources and aquatic habitat. Additionally, fish passage from upstream to downstream would be greatly improved through river restoration, resulting in a long-term beneficial impact for fish passage through the project vicinity.

"The Proposed Project would have long-term beneficial impacts on water supply, fish and terrestrial resources, and recreation. On balance, these long-term benefits outweigh the potentially significant short-term impacts to environmental resources in the project area."

20) The section, "Short-Term Uses of the Environment Versus Long-term Productivity," on page 37 (ES) would be more helpful and complete by replacing the existing one paragraph with the two paragraphs found in the Draft EIS/EIR on page 3-335 and by including the language recommended above.

21) The Draft EIS/EIR on page 3-212 states:

"In the interim, the unmet demand for increased parking at the confluence remains a potentially significant and unavoidable impact."

W

I believe there is a potential interim solution to this impact. The City of Auburn and Placer County each have a bus system. They should be contacted about the possibility of their buses being used during the peak summer months to provide transportation to the Confluence area. People go to the Confluence to recreate by swimming, hiking, birding, sunbathing, etc. A bus schedule with 2, 3, or 4-hour intervals might be possible. For example, the Auburn Mini-Bus might be able to change its bus route in the summer to include the Confluence. I think this should be included in the mitigation for this impact as something that will be evaluated. Appropriate changes will be required on page 3-212, Table 2-7 on page 2-87, and Table S-3 on page 83 (ES).

Thank you for considering my comments. Please call me if you have any questions about the comments.

Sincerely,

Gary W. Estes

Gary W. Estes

W. Please refer to Response L-94.I for a discussion of the North/Middle Fork American River confluence topics.

L-111

NOV-12-2001 06:22 PM SMI 530 888 6633 P.01

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
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PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Dona Abderhalden
ADDRESS:	347 Riverview Drive
CITY/STATE/ZIP:	Auburn CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-887-1802
ORGANIZATION (IF APPLICABLE):	

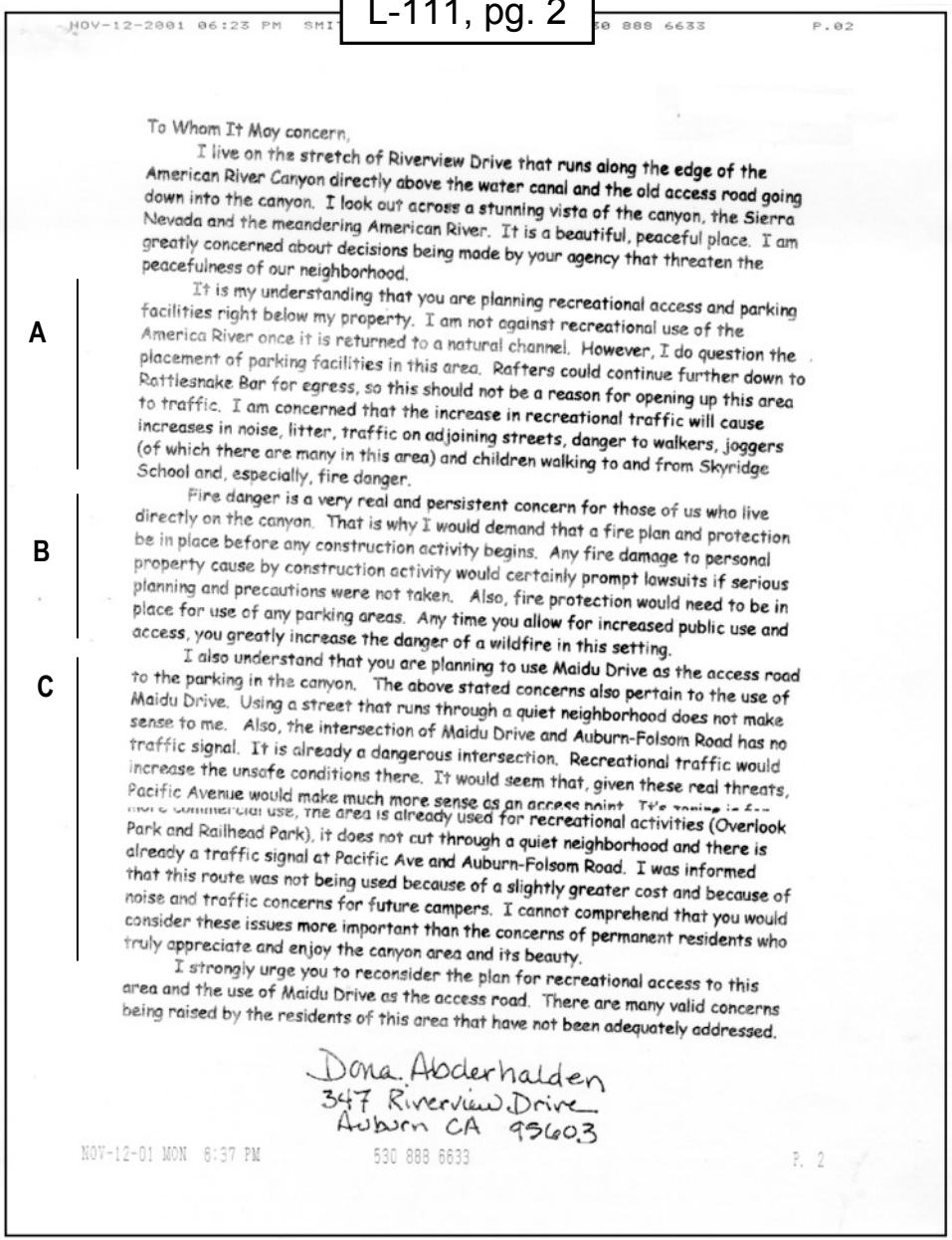
COMMENTS:

Please see 2nd sheet. I couldnt fit them all on this sheet.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☑ *Please check here if you would like to be on the project mailing list.*

NOV-12-01 MON 6:36 PM 530 888 6633 P. 1

L-111, pg. 2



NOV-12-2001 06:23 PM SMI 530 888 6633 P.02

To Whom It May concern,

I live on the stretch of Riverview Drive that runs along the edge of the American River Canyon directly above the water canal and the old access road going down into the canyon. I look out across a stunning vista of the canyon, the Sierra Nevada and the meandering American River. It is a beautiful, peaceful place. I am greatly concerned about decisions being made by your agency that threaten the peacefulness of our neighborhood.

A — It is my understanding that you are planning recreational access and parking facilities right below my property. I am not against recreational use of the America River once it is returned to a natural channel. However, I do question the placement of parking facilities in this area. Rafters could continue further down to Rattlesnake Bar for egress, so this should not be a reason for opening up this area to traffic. I am concerned that the increase in recreational traffic will cause increases in noise, litter, traffic on adjoining streets, danger to walkers, joggers (of which there are many in this area) and children walking to and from Skyridge School and, especially, fire danger.

B — Fire danger is a very real and persistent concern for those of us who live directly on the canyon. That is why I would demand that a fire plan and protection be in place before any construction activity begins. Any fire damage to personal property cause by construction activity would certainly prompt lawsuits if serious planning and precautions were not taken. Also, fire protection would need to be in place for use of any parking areas. Any time you allow for increased public use and access, you greatly increase the danger of a wildfire in this setting.

C — I also understand that you are planning to use Maidu Drive as the access road to the parking in the canyon. The above stated concerns also pertain to the use of Maidu Drive. Using a street that runs through a quiet neighborhood does not make sense to me. Also, the intersection of Maidu Drive and Auburn-Folsom Road has no traffic signal. It is already a dangerous intersection. Recreational traffic would increase the unsafe conditions there. It would seem that, given these real threats, Pacific Avenue would make much more sense as an access point. It's zoning is for more commercial use, the area is already used for recreational activities (Overlook Park and Railhead Park), it does not cut through a quiet neighborhood and there is already a traffic signal at Pacific Ave and Auburn-Folsom Road. I was informed that this route was not being used because of a slightly greater cost and because of noise and traffic concerns for future campers. I cannot comprehend that you would consider these issues more important than the concerns of permanent residents who truly appreciate and enjoy the canyon area and its beauty.

I strongly urge you to reconsider the plan for recreational access to this area and the use of Maidu Drive as the access road. There are many valid concerns being raised by the residents of this area that have not been adequately addressed.

Dona. Abderhalden
347 Riverview Drive
Auburn CA 95603

NOV-12-01 MON 6:37 PM 530 888 6633 P. 2

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.9, Fire Management.

C. Please refer to Master Response 3.1.10, Project Access.

L-112

November 12, 2001

Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, California 95825

Dear Project Manager:

Subject: Comments on the Draft Environmental Impact Statement for the American River Pump Station Project

I have reviewed the subject DEIS/EIR and offer the following comments:

General

A The document as written is nothing more than a thinly veiled attempt to justify a pump station in the American River canyon to supply water to PCWA. I found many of the analyses totally lacking in scientific merit, fundamentally flawed, and unable to biologically and scientifically support the conclusions reached. While NEPA requires documentation of the potential environmental impacts, CEQA requires a full consideration of alternatives that will

B meet the project's objectives. You have attempted to limit consideration of the project by narrowly defining one of the project's primary objective to providing water to PCWA from the Middle Fork Project. In fact, the objective should be to provide PCWA with the desired quantity of water in the least environmentally damaging way. Failure to actively consider the alternative of land conservation easements (which would meet CALFED objectives) which would allow water to be transferred among several entities and thus eliminate the need for additional diversion from the American River, eliminate construction related impacts, and forego the massive pumping costs in the future is a clear violation of the intent of CEQA. The document should be rewritten to incorporate a thorough analysis of this additional alternative. In addition, the

C fisheries and aquatic resources section in general should be completely redone to eliminate the indefensible and fatally flawed analyses. New analyses, using biologically relevant data and time steps should be incorporated into the FEIS/EIR.

Specific Comments

B Page 2-7, Table 2-1: The selection of alternatives fails to meet the requirement of CEQA since the project objective of supplying water to PCWA only from the American River is too narrowly defined and should be expanded to providing a given amount of water to PCWA from alternative sources. The project objectives should be rewritten to include the broader objective and eliminate the obviously biased and illegal narrowly defined objectives in the document.

Page 2-127, Table 2-8: Under the heading of Other Water Supply Considerations, Land fallowing or land retirement is dismissed with a totally false, and fundamentally flawed excuse. The reasons for elimination are totally false and could not be supported by anything less than a totally

A. Please refer to responses noted below addressing specific comments.

B. Conservation easements were not considered to be feasible alternatives to the project. The only apparent source for water from such easements would be agricultural land in western Placer County. Reducing deliveries to such lands would be antagonistic to Placer County's stated policy of protecting agriculture in the county. Additionally, it would likely induce or resort to groundwater pumping, exacerbating an existing overdraft in the basin, and would reduce flows in Auburn Ravine, since Auburn Ravine is used for conveyance of agricultural water supplies. The level of implementation of temporary and long-term land conversion in any alternative is dependent upon storage, conveyance, and water quality components of the alternative, as well as conditions in particular service areas (CALFED 2002). Because these actions would not support Placer County policy and have the potential to cause environmental degradation to groundwater and Auburn Ravine flows, they are not viable options for this project. While land fallowing and conservation easements can be instrumental to meeting CALFED objectives under certain conditions, they are not the sole means of achieving these goals.

Furthermore, as is explained in detail in Response L-21.A, PCWA must operate within a statutory framework that requires it to take steps to obtain all water supplies predicted to be needed for planned growth in Placer County and its incorporated cities over the next 20 years. The Proposed Project is not only necessary to serve that planned growth; it is only one of two major new supplies that will be required, the other being a new diversion of approximately 35,000 AFA from the Sacramento River. Importantly, both such water supplies are consistent with the Water Forum Agreement, which PCWA, along with other water suppliers and local agencies in the Sacramento region, worked out with representatives of the regional environmental community. The Water Forum Agreement provides a legal and contractual framework in which new American River diversion can occur in a manner that protects, to the greatest degree feasible, the environmental and recreational qualities of the lower American River.

For all of these reasons, the lead agencies disagree with the commenter that either NEPA or CEQA required them to define the primary project objective to be to "provide PCWA with the desired quantity of water in the least environmentally damaging way." Although the two agencies agree that minimizing the environmental effects of any new diversion is an extremely important consideration, and strongly believe that they are doing so through various mitigation measures, PCWA simply does not have the legal authority or duty to refuse to develop new water sources and instead to interfere with Placer County policies favoring continued viable agricultural operations in the non-urban portions of the County. If the commenter favors retiring agricultural land as a means of reducing long-term water demand, the commenter can voice his concerns to Placer County itself, or can participate in private-sector transactions in which a willing seller of agricultural land could agree to convey his/her/its interest to another entity that would agree to not irrigate such property. PCWA has an aggressive water conservation program; but its existence does not by any means obviate PCWA's legal obligations to identify and develop sources of water for planned growth within Placer County.

L-112, pg. 2

biased analysis. This biased analysis is clearly a violation of both NEPA and CEQA requirements regarding alternatives consideration. Also, providing bogus or misleading statements in a public document is both wrong and illegal.

D

Page 2-128, Table 2-9: This table indicates that a Corps of Engineers 404 permit under a nationwide program might be necessary. Reading the project description and the requirement for a Nationwide 3 permit, leads me to believe that this conclusion may not be supported by the facts. I suggest that the Nationwide 3 requirements be reviewed and the table adjusted if needed.

E

Page 3-23, Modeling Assumptions, Period of Record: Although the period of record is the standard used in many modeling assumptions, this period of record is not adequate or current enough to support the conclusions. The period of record should be extended to include the last decade of flow and operations, and then the results of the models evaluated. Having the most recent data in the period of record being over 10 years old and ignoring 12% of the available record is totally unprofessional and does not allow the reader or decision maker to have confidence in the modeling outputs. Redo the models using the complete period of record.

F

Page 3-40, last paragraph discussing shortages and Auburn Ravine: This paragraph states that a groundwater overdraft condition exists in Wester Placer County. This statement is not true. PCWA has continually assured public groups, that groundwater supplies in Western Placer County are not being overdrafted, except in the very southwestern corner of the County and that overdraft is coming from well use in Sacramento County. This paragraph draws the conclusion that groundwater is not a long term viable alternative. This conclusion is not based on fact, and highlights the bias in the entire document towards a pumping plant in the American River canyon. While the best alternative may well indeed be a pumping plant in the canyon, the documentation to support such a conclusion should be based on objective, credible analysis. The current document does neither. The document should be rewritten and supported with objective and credible objectives, analyses, impact assessment, and conclusions.

Page 3-50 and the Fish Resources Section in General: This section of the document suffers from several fundamental flaws:

G

1. The analysis of water temperature, using monthly time steps, has no scientific or biological credibility. Water temperatures are a critical factor in all of the flow and water source/temperature analyses. However, use of a one month time step, using calculated water temperature releases is unjustifiable. Fish do not experience a monthly average water temperature and exposure of fish or eggs to lethal temperatures for even a few hours may have a significant effect on survival. For example, exposing incubating salmonid eggs to water temperatures above 56 F for one day increases mortality. This sort of perturbation would never show up in a monthly time step model, but you certainly would have lower survival because of project impacts. I suggest that all of the water temperature analyses be redone using real data, and a shorter time step in the modeling. Trying to make the analyses look quantitative, only serves to mislead the reader and the ultimate decision maker. Impacts should be based on assessment of real conditions, not some modeling exercise that is only suitable for comparative planning purposes.

C. Please refer to Response L-93.B.

D. Since publication of the Draft EIS/EIR, the lead agencies have determined that a U.S. Army Corps of Engineers 404 Nationwide Permit No. 27 - Stream and Wetland Restoration Activities may be required for the Proposed Project. The permit application is pending completion of the Final EIS/EIR. Table 2-9, Anticipated Permits and Approvals for the Proposed Project is updated in Chapter 2.0 of the Final EIS/EIR. This change does not alter the conclusions presented in the Draft EIS/EIR.

E. The modeling found in the Draft EIS/EIR uses a period of record from 1922-1992. While the last nine years (i.e., 1993-2001) are not represented in the data set, the period of record utilized is the standard for environmental modeling for many reasons. First, the period of record utilizes only the data which has been determined reliable by experts; the hydrologic data available from periods prior to 1922 was not adequate to conduct the modeling exercises. Second, the period of record represents a full range of water year types and hydrologic and meteorological events, and captures certain extreme years, which represent likely periodic events of the future. The data set is not just a collection of hydrographs from the period of record; the data set has been normalized to account for the varied collection techniques and water distributions of the past. The normalization process is complex, and the corrected water data after 1992 was not available at the time of the Draft EIS/EIR analyses. The 1922-1992 period of record is that which has been approved for use in mass balance hydrologic modeling of CVP-wide actions. In addition, fisheries resources agencies, USFWS and NMFS, were consulted regarding the analysis period of record as part of the scoping for the project and cumulative impact analysis, and approved use of the 1922 to 1992 period of record.

F. Groundwater is not a long-term viable solution for PCWA. Please refer to Response L-5.Z.

G. Please refer to Response L-93.B.

L-112, pg. 3

Someone with credible scientific credentials should look at the water temperature situation much more carefully, and fully document this in the final EIS.

H

2. The discussion of Auburn Ravine on pages 3-52to 3-56 in general, demonstrate an incomplete understanding of the current situation, a cursory understanding of salmonid ecology and genetics, and a total lack of knowledge regarding the impacts of diverting additional water into Auburn Ravine on fish behavior. This section is so purposefully slanted to avoid the perception of any problems or issues being associated with the long term, year around diversions by the proposed project that it is fatally flawed. The document should be rewritten by someone with appropriate scientific credentials, that could objectively assess the situation and reach supportable conclusions. This section of the document clearly is not objective and selectively presents information that is intended to purposefully mislead the reader and decision maker. This section clearly violates the legal mandates of NEPA and CEQA. I would be willing to meet with senior Bureau of Reclamation staff to explain the misrepresentations, inappropriate biological analyses, and general bias of this section of the report.

I

3. In the impact assessment for salmonids in general, the document states that water temperatures of 60, 65, and 68 F all have some important threshold effect on salmonids at various periods in their life history. The rationale for selection of these three temperature yardsticks is presented only as anecdotal information and not supported by credible scientific documentation. It is interesting to note, that the 60 F water temperature assessment standard used for spawning and incubation is not supported by the Regional Water Quality Control Board or the California Department of Fish and Game. Entities applying for discharge permits are being held to a lower standard over many months of the year. The document's representation that these are the appropriate standards for impacts assessment are not supported by fact. The water temperature impact assessment should be redone using real data and the appropriately documented criteria.

J

Page 3-52, Discussion on Auburn Ravine's natural flows: This section is unique in the report in that it discusses the natural flows in Auburn Ravine and quite cleverly leaves the reader with the impression that Auburn Ravine is not important as an anadromous fish stream. Why is this the only stream in which natural flows are an issue? During the drought of the late 1920's and early 1930's, the Sacramento River was dry in some places, but that type of information is not presented for other streams. An environmental document should describe the existing conditions in the stream and not attempt to bias the reader's thinking by inserting irrelevant information. Also, if the document preparers had examined the administrative record for the Lincoln Treatment Plant, they would have found that the NID Highway 65 gaging station only records flows up to 396 cfs and many of the flow readings below this level are estimates and known to be inaccurate by thousands of cubic feet per second. This fact is documented in the administrative record for Lincoln's EIR. This EIS should be rewritten using credible, factual information on Auburn Ravine flows.

Page 3-54, Discussion of the issue of additional straying into Auburn Ravine: The entire representation, impact assessment methodology, assumptions, and conclusions regarding the

H. Please refer to Master Response 3.1.13, Auburn Ravine. Additionally, since publication of the Draft EIS/EIR, the lead agencies and cooperating resource agency representatives have participated in extensive coordination efforts with commenters regarding their concerns surrounding Auburn Ravine, including three evening stakeholder meetings.

I. The commenter incorrectly states that water temperature index values used to assess potential impacts to Nimbus Hatchery also were used to assess impacts to salmonids in general for the lower American River. Justification for these threshold values can be found on page 3-61 of the Draft EIS/EIR.

Contrary to the contention in the comment, water temperature index values of 56ºF and 65ºF were used for impact assessment purposes for anadromous salmonid spawning and rearing in the lower American River, respectively.

J. Please refer to Master Response 3.1.13, Auburn Ravine for an updated discussion of Auburn Ravine flow conditions.

L-112, pg. 4

K

potential for additional straying of salmonids and splittail into Auburn Ravine is totally biased, lacking in scientific objectivity, based on scientifically unsupportable assumptions, has conclusions not supported by fact or credible scientific documentation, and a classic example of selectively presenting pseudo science to support an a priori conclusion. The entire presentation of the issue, documentation of the facts, and assessment of the situation should be completely redone by a credible and competent fishery biologist at the senior level. I would be willing to meet with senior Bureau of Reclamation officials to discuss the problems associated with this section of the document. As the document now stands, this section fails to meet the requirements of NEPA and CEQA and fails to pass the giggle test. By allowing this fatally flawed section to remain, the Bureau is obviously attempting to bias the selection of the final alternative, deliberately misrepresenting the facts, and understating the potential environmental impacts of the proposed project.

L

Page 3-55, Splittail: While no splittail have been found in Auburn Ravine, and habitat in Auburn Ravine is probably not suitable, there is lots of suitable habitat in the Eastside Canal and Cross Canal of which Auburn Ravine is a tributary before the Cross Canal enters the Sacramento River. Splittail have been found in the Cross Canal, and fishermen report catching them there routinely. False attraction of splittail is a real issue, particularly given the fact that water would be diverted year around under the proposed project, whereas it is only diverted seasonally at the present time. This change in diversion pattern could be significant for splittail and salmonids in general.

M

In general, I find the fish resources section and its associated analyses to be generally lacking in biological credibility. As mentioned above, many of the modeling results are biologically on the wrong time step, thereby making impact assessment impossible to support biologically and scientifically. Use of models designed to provide a comparison between planning alternatives might sound fine for some applications, but in this case, it is totally inappropriate, since the environmental and ecological impacts are real. Given the potential impacts to listed species, we cannot afford to go forward with a biased, scientifically indefensible, and skewed justification document such as this one clearly is. The Bureau of Reclamation must broaden the project objective to on of supplying water to PCWA, regardless of the source. Until alternatives other than two variations on the location of a pumping plant in the canyon are carefully examined, the project will clearly violate the mandates of CEQA.

If you have any questions, please feel free to contact me at 916.645.1235.

Sincerely,

Randy Bailey

Randy Bailey
3050 Meadow Creek Road
Lincoln, CA 95648

K. Please refer to Master Response 3.1.13, Auburn Ravine. Also see Response L-112.L, below, regarding splittail.

L. Because PCWA is no longer proposing to increase flows in Auburn Ravine (please see Master Response 3.1.13, Auburn Ravine), the Proposed Project is unlikely to cause a "false attraction" of spawning splittail. In addition, the continuing historical diversions for the North Fork American River into Auburn Ravine will not occur during splittail immigration and spawning season, further diminishing the potential for "false attraction" of splittail.

While the Proposed Project no longer proposes to increase flows in Auburn Ravine, the Lincoln Wastewater Treatment and Reclamation Facility (WWTRF), which will receive a portion of the Proposed Project water, will increase the flows in Auburn Ravine. However, existing flows during splittail immigration and spawning periods in Auburn Ravine will continue to be adequate to allow passage to spawning habitat near the project area (i.e., Cross and East Side canals). In addition, the City of Lincoln WWTRF Draft Environmental Impact Report (1999) recognizes the increases in flow as a potentially significant impact to spawning fall-run chinook salmon spawning, and has proposed mitigation for the impact. The PCWA Proposed Project will contribute only a small fraction of the WWTRF discharges, which will not significantly exacerbate the potential impact identified by the WWTRF. For further detail on the Proposed Project's contribution to the Lincoln WWTRF discharges, please refer to the Master Response 3.1.13, Auburn Ravine.

M. Please refer to Responses L-112.A through L-112.L.

L-113

STEVE BILLINGS 11/13/01 07:18am P. 001

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	STEVE Billings
ADDRESS:	10020 Snowy Owl Dr.
CITY/STATE/ZIP:	Auburn, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	Bus. - 530-320-1137 HOME - 530-889-1305 FAX 530-823-2798
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A I HAVE NO PROBLEM WITH PCWA WANTING TO PUT A PUMPING STATION IN THE RIVER AND RETURNING THE RIVER TO ITS NATURAL FLOW. I DO HOWEVER OBJECT TO THE RECREATION AND PARKING FACILITIES. THE RIVER NOW IS OPEN FOR RECREATIONAL USE TO FOOT TRAFFIC, HORSES, ETC. AND SEEMS JUST FINE. I DO NOT WISH TO SEE VEHICLE TRAFFIC BEING ALLOWED DOWN TO THE RIVER, OR AN INCREASE OF TRAFFIC TO MAIDEN DR. FOR THIS PURPOSE. MY CONCERN IS TRAFFIC NOISE, INCREASE FIRE DANGER IN THE CANYON, LITTER, AND CONTROL PROBLEMS WHICH WILL COME WITH VEHICLES, AND INCREASES IN THE NUMBER OF PEOPLE USING THE RIVER. KEEP THINGS AS THEY ARE NOW, AND DO NOT ALLOW VEHICLES AND CAMPING IN THIS SECTION OF THE RIVER. THERE ARE PLENTY OF OTHER AREAS OF THE RIVER CURRENTLY WHICH ALLOW FOR REC. USE. THE EIS/EIR DOES NOT ADDRESS THESE ISSUES AS IT SHOULD.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

☑ *Please check here if you would like to be on the project mailing list.*

NOV-13-01 TUE 7:19 AM 530 823 2798 P. 1

A. Please refer to Master Response 3.1.6, Public River Access Features; Master Response 3.1.1, Auburn-to-Cool Trail; Master Response 3.1.10, Project Access; and Master Response 3.1.9, Fire Management.

L-114

Inv (530) 885-4829 p.1

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Gerald J. Wilfley
ADDRESS:	10100 Snowy Owl Way
CITY/STATE/ZIP:	Auburn, CA. 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-889-1331
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A

The above referenced project is a restoration project of the Pump Station removed during the construction of the Auburn Dam. It also entails restoration of the American River to its natural channel which was also changed during the building of the Auburn Dam. These two restoration activities can be historically justified.

The provision for an access road and parking lot cannot be historically justified as they have never before existed. You are adding something completely new which exposess property owners living above the road and parking lot to a greatly increased risk of a devastating fire. This past year had three fires in the American River watershed which were all caused by careless people.

The homes that are being put at risk were there before any road access or parking lot existed in this part of the canyon, and their safety must be given precedence over any facilities that put these homes in Danger.

For many years people have been walking down to the river in this area to go fishing in the area below the diversion tunnell. We can continue to do that. In addition lets keep this section of the canyon in its natural state as much as possible and keep the cars and congestion away from an area your other two projects are attempting to return the area to its original state.

Protect these homeowners from unecessary worry and risk of wild fires casued by careless people. The homes were there before the road and parking lot.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

☐ *Please check here if you would like to be on the project mailing list.*

NOV-13-01 TUE 9:06 AM 530 885 4829 P. 1

A. Please refer to Master Response 3.1.6, Public River Access Features and Master Response 3.1.9, Fire Management.

Additionally, it is noted that Maidu Drive was constructed by Reclamation to serve as a major construction haul route and primary access to the Auburn Dam area. Local approval and development of the residential area surrounding Maidu Drive has occurred with the knowledge that the Auburn Dam project could one day be re-authorized by Congress. In any event, the lead agencies, in formulating the Proposed Project and their objectives and purposes, are not limited to restoring conditions that existed before construction began on the Auburn Dam. Rather, the agencies have discretion to address safety considerations associated with the possibility that river users could get trapped in a long stretch of the canyon from which there is currently no easy means of departure. Though the project might result in increased public use of the river and canyon, the lead agencies have carefully formulated a Auburn State Recreation Area Prefire Management Plan that is intended to minimize any increased threat of wildfires to the maximum extent possible.

L-115

Skip Lauderbaugh, 08:29 AM 11/13/01, American River Pump Station Pr

Date: Tue, 13 Nov 2001 08:29:47 -0800
From: Skip Lauderbaugh <Skip@foothill.net>
X-Mailer: Mozilla 4.7 [en]C-CCK-MCD ezn/n45/72 (Win98; I)
X-Accept-Language: en
To: brown@swri.net
CC: "'Jim Haagen-Smit'" <jimhs@rose.hp.com>,
Sean & Mary Allan <allansx2@inreach.com>
Subject: American River Pump Station Project

A

I am writing this letter to let you know my concern of the possible trail closure for Mt. Bikes due to the closing of the diversion tunnel on the American River. While I support the closure of the tunnel and the restoration of the river so more people can enjoy this beautiful river canyon, I am concerned about loosing trail access between Auburn and Cool. With the tunnel closing, the only trail for Mt. Bikes will be closed by the river. Mt. Bikers are probably one of the largest user groups in both of these prized trail areas. Mt. Bikers have the spent more hours on maintaining and patrolling the local trails then any other user group in these two areas. Unfortunately, with the tunnel closure our only access between these two trails will be a very dangerous ride up Hwy. 49. The other user groups hikers, runners, and horses will have access- Mt. Bikes must also be considered!

I do not think that another large expensive bridge is required, or the best use of taxpayers money. Instead, for a fraction of the money, a connector trail that would go from the dam over look to the existing Hwy. 49 bridge or No-Hands bridge to cross the river and then connect to the Cool side trails would be a win /win. Giving Mt. bikers a connection to the two trail areas, and increasing the amount of trails in the area for everyone to enjoy.

Please consider this alternative. Mt. Bikers may not be the most vocal of the user groups, but they are one of the largest, and have positive impact on the local trails. Most of us would rather work on preserving and maintaining the local trails then writing letters....

Sincerely,

Skip Lauderbaugh
FATRAC Member
ARMBA Patrol Member

Printed for "Carol Brown, Surface Water Resources, Inc." <br... 1

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-116

Chris Marney, 12:36 AM 11/13/01, Draft EIS/EIR Comments

X-Originating-IP: [206.217.205.214]
From: "Chris Marney" <camarney@hotmail.com>
To: <brown@swri.net>
Subject: Draft EIS/EIR Comments
Date: Tue, 13 Nov 2001 00:36:09 -0800
X-Mailer: MSN Explorer 7.00.0021.1700
X-OriginalArrivalTime: 13 Nov 2001 08:32:09.0320 (UTC) FILETIME=[AF40DE80:01C16C1D]

November 13, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Ave., Suite 110
Sacramento, CA 95825
brown@swri.net

Dear Project Reviewers:

I am concerned about the loss of the Auburn to Cool trail as a result of the closing of the tunnel at the Auburn dam construction site.

A

The Auburn to Cool trail currently provides the only safe route for mountain bicyclists to get between the two towns. The only other route requires riding on at least two miles of Highway 49, which does not provide safe shoulders and has high traffic speeds.

I realize that the cost of a bridge would be quite large. I believe that a better, lower cost alternative would be a new trail traveling from the dam overlook in Auburn down to either Hwy. 49 at the N. Fork American River or to the Mountain Quarries Bridge (a.k.a. "No Hands Bridge") and then up to Cool.

I hope that mitigation for closing the existing trail would include all or partial funding for such a trail.

B

The completion of the pump station project will result in more people using the Auburn State Park. Additional long term funds are needed to manage the Park as the number of visitors increase. Funding sources should be identified to do this.

Thank you for your time and consideration,
Chris Marney, Trail Patroller
American River Mountain Bike Assistants (ARMBA)
camarney@hotmail.com or cmarney@msn.com

Get more from the Web. FREE MSN Explorer download : http://explorer.msn.com

Printed for "Carol Brown, Surface Water Resources, Inc." <br... 1

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

B. Please refer to Master Response 3.1.2, American River Pump Station Project Funding.

L-117

Jim & Cathy Haagen-, 03:16 PM 11/12/01, Auburn to Cool Trail

Date: Mon, 12 Nov 2001 15:16:34 -0800
From: Jim & Cathy Haagen-Smit <jimhs@jps.net>
Organization: IMBA
X-Mailer: Mozilla 4.77 [en] (Win98; U)
X-Accept-Language: en
To: brown@swri.net
CC: jimhs@rose.hp.com
Subject: Auburn to Cool Trail

Carol Brown,

A We earlier submitted written comments regarding the PCWA Pump Station. This is a follow-up email specifically about the Auburn to Cool Trail. We would like to re-iterate that mitigating the loss of the trail is extremely important to mountain bikers who have only this one off-road route to get between Auburn and Cool. My husband and I just rode the trail from Auburn to Cool this past Saturday, returning to Auburn via a portion of Hwy 49. We were reminded how dangerous that route is for bicyclists.

In looking at the terrain, we are very hopeful that a new trail could be flagged from the Mtn Quarries Bridge up to the Olmstead Loop in Cool. Between Auburn and Mtn Quarries, there exists the old railroad grade that at one point was to be developed into a trail. We could re-vive perhaps the rail-trail and open Mtn Quarries to mtn bikers. The impacts to wildlife would be no more than what currently exists, we would think. A well-designed single track on the southside, would be unintrusive and impacts minimal. As stated the rail-trail allignment already exists. We attended the recent PARC (Protect American River Canyon) meeting and PARC appears in favor of supporting this option as a valuable mitigation measure.

If you have any questions, please do not hesitate to contact me. -Cathy Haagen-Smit

--
Jim and Cathy Haagen-Smit, CA State Reps for IMBA
California Bicycle Coalition
Folsom Auburn Trail Riders Action Coalition
Jim at 916-785-4589, jimhs@jps.net or jimhs@rose.hp.com
Cathy at 530-889-7079, cathyhs@jps.net or chaagen@placer.ca.gov
7589 Ridge Rd.
Newcastle, CA 95658
(916) 663-4626
Long Live Long Rides

Printed for "Carol Brown, Surface Water Resources, Inc." <br... 1

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-118

Nov 13 01 08:11a Rona 9167863503 p.1

RONALD L. OTTO, D.D.S., M.S.
Diplomate American Board of Orthodontics
A Professional Corporation

125-B Ascot Drive • Roseville, CA 95661 • Telephone (916) 786-2442

FAX COVER SHEET

Date 11-13-01 Number of Pages 3

TO:
Name Carol Brown
Company Surface Water Resources
Fax 916 286-0957

FROM: Ronald L. Otto, D.D.S.
Fax # (916)786-3503

Ms. Brown-

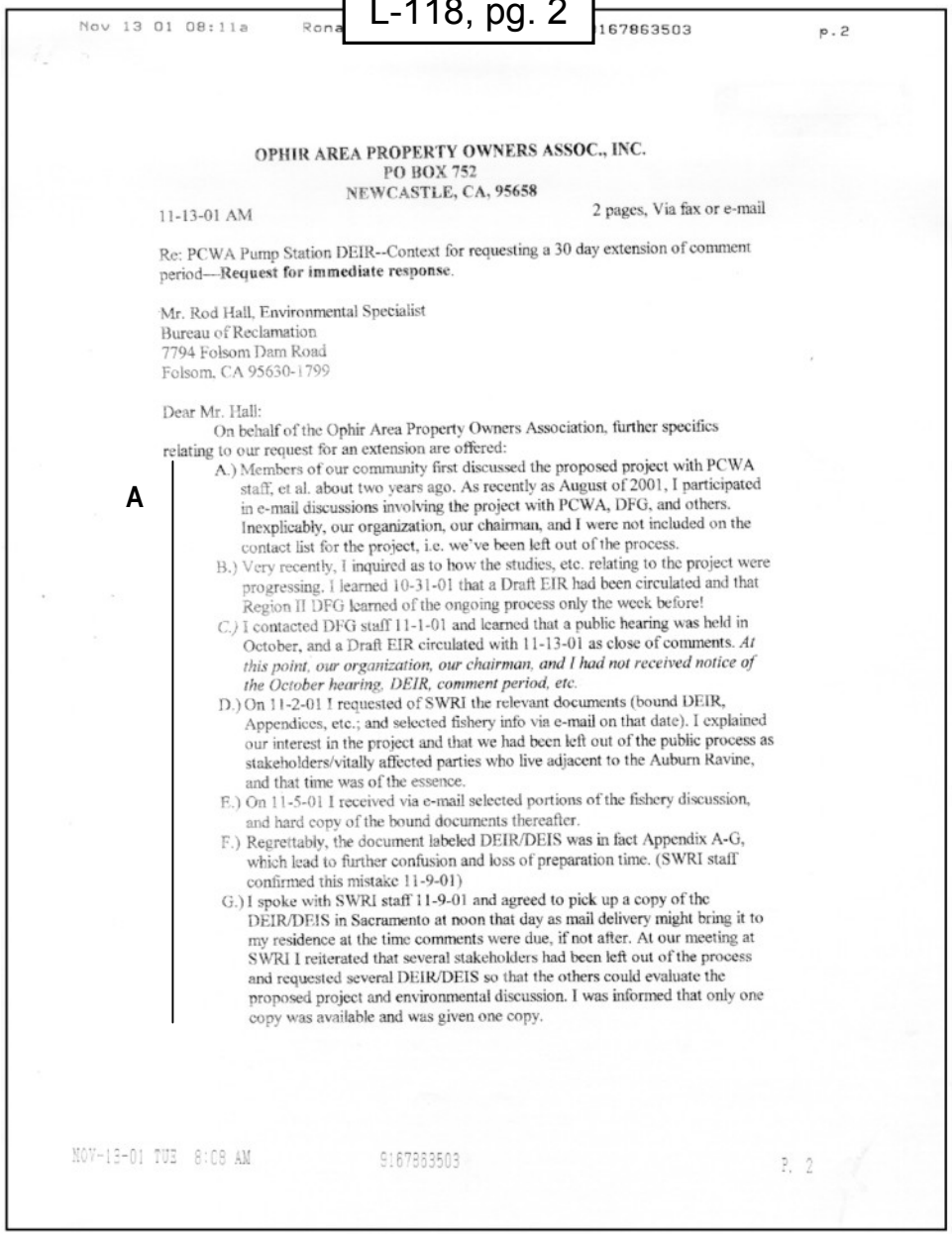
As I've not received Mr. Rod Hall/BuRec e-mail and Fax addresses requested yesterday, I'm sending a faxed letter to you FOR immediate distribution to BuRec, Mr. Hall, and PCWA. This provides context FOR our request FOR at least a 30 day extension of the comment period on the North Fork American PCWA Pump Station DEIR.

As you know, time is of the essence (this is the date FOR close OF comments), and I need to hear From you/the decision makers immediately as to the extension OF the comment period, OR not.

Ronald Otto

NOV-13-01 TUE 8:07 AM 9167863503 P. 1

L-118, pg. 2



Nov 13 01 08:11a Rona 9167863503 p.2

OPHIR AREA PROPERTY OWNERS ASSOC., INC.
PO BOX 752
NEWCASTLE, CA. 95658

11-13-01 AM 2 pages, Via fax or e-mail

Re: PCWA Pump Station DEIR--Context for requesting a 30 day extension of comment period---**Request for immediate response**.

Mr. Rod Hall, Environmental Specialist
Bureau of Reclamation
7794 Folsom Dam Road
Folsom, CA 95630-1799

Dear Mr. Hall:

On behalf of the Ophir Area Property Owners Association, further specifics relating to our request for an extension are offered:

A

A.) Members of our community first discussed the proposed project with PCWA staff, et al. about two years ago. As recently as August of 2001, I participated in e-mail discussions involving the project with PCWA, DFG, and others. Inexplicably, our organization, our chairman, and I were not included on the contact list for the project, i.e. we've been left out of the process.

B.) Very recently, I inquired as to how the studies, etc. relating to the project were progressing. I learned 10-31-01 that a Draft EIR had been circulated and that Region II DFG learned of the ongoing process only the week before!

C.) I contacted DFG staff 11-1-01 and learned that a public hearing was held in October, and a Draft EIR circulated with 11-13-01 as close of comments. *At this point, our organization, our chairman, and I had not received notice of the October hearing, DEIR, comment period, etc.*

D.) On 11-2-01 I requested of SWRI the relevant documents (bound DEIR, Appendices, etc.; and selected fishery info via e-mail on that date). I explained our interest in the project and that we had been left out of the public process as stakeholders/vitally affected parties who live adjacent to the Auburn Ravine, and that time was of the essence.

E.) On 11-5-01 I received via e-mail selected portions of the fishery discussion, and hard copy of the bound documents thereafter.

F.) Regrettably, the document labeled DEIR/DEIS was in fact Appendix A-G, which lead to further confusion and loss of preparation time. (SWRI staff confirmed this mistake 11-9-01)

G.) I spoke with SWRI staff 11-9-01 and agreed to pick up a copy of the DEIR/DEIS in Sacramento at noon that day as mail delivery might bring it to my residence at the time comments were due, if not after. At our meeting at SWRI I reiterated that several stakeholders had been left out of the process and requested several DEIR/DEIS so that the others could evaluate the proposed project and environmental discussion. I was informed that only one copy was available and was given one copy.

NOV-13-01 TUE 8:08 AM 9167863503 P. 2

A. Please refer to Response L-95.A. The public comment review period was extended for an additional 30 days for a total review period of 93 days.

L-118, pg. 3

A

Clearly, the right of the public to be properly informed and to participate in this CEQA/NEPA process has not met the standard required. We regret that this has happened, but find ourselves in an untenable situation not of our making, and not of our choosing.

As today is the stated close of comments, please immediately respond.

Sincerely,

Ronald Otto

Ronald Otto for Auburn Ravine Creek Preservation Committee, Ophir Area Property Owners Association

Tuesday work telephone: 916-786-2442
Tuesday fax: 916-786-3503

Cc: Dick Dal Pino, OAPOA
PCWA
SWRI
NCCFFF
CSPA

L-119

FROM :

Nov. 13 2001 11:33AM P1

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Bob & Denise DiMiceli
ADDRESS:	1479 Buckeye Ct.
CITY/STATE/ZIP:	Auburn CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	FAX 530/887-9199
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

see attached.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

☑ *Please check here if you would like to be on the project mailing list.*

NOV-13-01 TUE 10:35 AM 5908879199 P. 1

L-119, pg. 2

November 13, 2001

To whom it may concern,

A

I, as well as many of my neighberors feel compelled to put into written form our concerns regarding the American River Pump Station Project. If the need for a pumping system is truly needed that is one thing. But to add roads and parking for recreational use that is another. I do not want any recreational additions made to our area. We are first and formost a family neighborhood. We have a school and many children that we must protect from traffic and people that are possibly undesirable. Many of our children walk to school across Maidu. We also have the environmental issues of pollution related to traffic, construction and from recreational use. Our area has a tremendous amount ot traffic as it is and we do not need to actively increase it with a park access. It is not only vehicle pollution but noise pollution and litter as well.

The above are my major concerns and hopefully this committee will understand that I am definitely against adding a State park river access to our area.

Why not consider the parking area at the Overlook for the River access. There is already parking established at that site. Could that area not be further developed?

Sincerely,

Denise DiMiceli ; Robert DiMiceli

Denise and Robert DiMiceli
1479 Buckeye Ct.
Auburn, CA. 95603

A. Please refer to Master Response 3.1.6, Public River Access Features and Master Response 3.1.10, Project Access.

L-120

RECEIVED NOV 13 2001

November 11, 2001

Bureau of Reclamation/PCWA
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue
Sacramento, CA 95825

To Whom This May Concern:

A

Many residents have expressed concerns regarding new traffic patterns and volumes as a result of the proposed "Pump Station" project. We represent one of the few minority voices in the area and feel the project has tremendous benefits to Auburn's economic, environmental and recreational health. As an impacted resident, share some of the concerns expressed during the November 7, 2001 informational hearing and would ask that the project applicants not act too hastily to appease certain neighborhoods at the expense of others. Many residents felt that most of the concerns could be remedied by simply shifting the access point for the new recreational opportunities from Maidu to Pacific Avenue. Perhaps some of the residents are thinking a bit too parochially and have not considered the fact that shifting or reducing traffic from Maidu to Pacific would result in disproportionately impacting other neighborhoods such as the lower Riverview area. If Maidu is closed for through traffic, not only would vehicles filter through other residential areas to access the new recreational amenities but also many property owners along Riverview have backyards that back-up to what would be the proposed alternative access road. Additionally, everyone in Auburn is fully aware of the fact that Maidu Drive was originally designed to withstand heavy volumes of traffic to negotiate the proposed dam road. Pacific, Skyridge and Riverview had no such designs. Unlike Riverview, children do not play in the street of Maidu and while we concede there may be safety issues regarding a neighboring school, safety considerations should also be given to youth utilizing the park facility on Pacific.

We think the new recreation component along the American River is exciting and are willing to sacrifice, to some extent, the terrific quality of life my family's currently enjoys. However, the issue of traffic must be addressed holistically and we would contend that both the residents along Maidu along with those on Riverview should share proportionately impacts resulting from a project that benefits California as a whole.

If the "Auburn Dam" were ever built we are convinced that my property values would probably increase. However, We feel the intrinsic value of the proposed recreational component far outweighs any monetary consideration for two reasons. First, currently our family (2, 4 and 6 year-old sons) aren't able to easily access the stretch of river behind our home. A new access road and parking facility near the river will greater permit such an activity. In addition, the more investment in infrastructure constructed along the canyon would reduce the prospects for a dam, thus saving critical habitat values as well as taxpayer dollars.

B

We know PCWA, the Bureau and State Parks want to be good neighbors. In developing a solution to address traffic concerns we would urge the project applicants to find mechanisms in which to limit vehicular access near the river. Enforceable "No Parking Zones" along Maidu and the access road leading to the proposed parking lot would alleviate neighborhood concerns, as would a staffed pay station that would actually monitor and manage the number of vehicles accessing the facility. There are a number of unknowns involved with this project and in fairness to those that have invested and developed roots in the area perhaps some "trust building" is in order. The suggested lack of notification and consideration of the scope and proposed mitigation measures required to address neighborhood concerns is very disconcerting to many. In order to avoid potential litigation we would recommend that the project applicants conduct a series of community workshops so that community input is fully considered as the project evolves. Thank you for your consideration.

C

Doug, Juli, Collin, Parker & Alex Houston
285 Riverview Drive
Auburn, CA 95603
(530) 885-4315

A. Project support noted. Please refer to Master Response 3.1.6, Public River Access Features and Master Response 3.1.10, Project Access.

B. Please refer to Master Response 3.1.6, Public River Access Features.

C. Please refer to Response L-95.A regarding public notification and involvement efforts associated with the American River Pump Station Project environmental review process. Additionally, it is noted that lead and responsible agency representatives participated in several additional meetings, including attendance with the Auburn City Council, with local residents to hear and discuss their concerns.

L-121

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105

November 13, 2001

Mr. Rod Hall
Bureau of Reclamation
7794 Folsom Dam Road
Folsom, CA. 95630-1799

Dear Mr. Hall:

The Environmental Protection Agency (EPA) has reviewed the Draft Environmental Impact Statement for **Placer County Water Agency American River Pump Station Project, Placer County, California** (CEQ# 010334). Our review is 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.

The Bureau of Reclamation (Bureau) and Placer County Water Agency (PCWA) propose to develop a year-round water supply diversion of up to 35,500 acre-feet annually (AFA) from PCWA's Middle Fork Project on the American River with water entitlements from the North Fork of the American River. The proposed project consists of constructing a diversion and intake structure, pump station and associated facilities including: pipelines, access roads, power lines, and safety features. The Bureau and PCWA are negotiating a contract that will define the terms and conditions upon which ownership for the facilities would be transferred to PCWA, including responsibilities for operation, maintenance, and related activities for the project.

PCWA holds appropriative rights to divert 120,000 AFA from the American River. In the late 1960s, PCWA built a pump station on the North Fork of the American River to convey its water supplies to the Auburn Ravine Tunnel for delivery to PCWA's service area. However, before pump station operations began, PCWA's station was removed by the Bureau as part of the construction of the multipurpose Auburn Dam. Under a Land Purchase Agreement, the Bureau is required to make water deliveries of up to 25,000 AFA to PCWA. The Bureau has met these water delivery obligations through installation and removal of a seasonal pump station on an as-needed basis since 1977. Beginning in 1990, PCWA has required access to its American River supply every year to meet its system demand. In addition, by the early 2000s, PCWA will require year-round access to its full American River water supply. Furthermore, the seasonal pumps have become increasingly expensive and cannot provide the diversion capacity to fulfill demand patterns.

Alternatives considered include upstream diversion at the site of the seasonal pump; a mid-channel alternative of setting a permanent diversion intake structure within the current dewatered portion of the river channel; and a no project alternative of continuing the present

L-121, pg. 2

seasonal pump station operation. The Mid-Channel Diversion Alternative is the preferred alternative. This alternative includes restoration of the currently de-watered river segment near Auburn and closure of the bypass tunnel. Additional improvements would be implemented under this alternative to ensure safe public access near the project area.

A EPA commends the Bureau and PCWA for their efforts to provide a year-round water supply diversion while minimizing potential adverse impacts to the unique sensitive resources of the American River. We concur that the Mid-Channel Diversion Alternative may best meet these project goals. Of special note are the restoration of the de-watered river segment and closure of the bypass tunnel. These actions will provide significant environmental benefits and remove a major public safety hazard.

B We are also impressed with the effort to analyze the diversion-related and development-related cumulative impacts in the American River Basin and water service areas (American River Basin Cumulative Impact Report, Appendix D). While this Report provides an excellent detailed evaluation of reasonably foreseeable water supply actions in the Bureau's American River Division of the Central Valley Project, we believe the Report would be of even greater value if it described potential mitigation measures and included other American River Basin and regional diversion actions that may adversely affect resources of concern. For example, the US Corps of Engineers and Sacramento Area Flood Control Agency have recently proposed flood control improvements on the American River which may alter future flood releases and have significant effects on sensitive riparian areas (American River Project, Long-Term Study, California).

C EPA believes water supply commitments should be tailored to reflect supplies reasonably expected to be available under varying conditions (e.g., wet versus dry years). We are concerned that if water quantity commitments consistently exceed available water supply, that perceived "shortages" will be created. We fear that such "shortages" may give the impression of unreliable commitments and may imply a "need" to develop additional supplies. Often development of "new supplies" is only reallocation of scarce water from environmental in-stream beneficial uses to consumptive uses. Thus, we advocate an approach which is focussed on efficient use and management of existing scarce water supplies. The quantity of allocated water in the proposed project should be based on existing, developed American River supplies and not on needs, demands, or anticipated additional supplies. We strongly urge the Bureau to avoid water quantity commitments exceeding expected supplies and to avoid allocating shortages relative to inflated supply commitments.

D While we acknowledge PCWA's appropriative water rights to divert from the American River, we are very concerned with the proposed increase in PCWA's diversion on the upper American River. The DEIS clearly demonstrates that diversion-related cumulative impacts will have significant adverse impacts on scare sensitive resources (e.g., threatened and endangered fisheries, riparian habitat). Although the proposed action has a minor incremental contribution to these cumulative impacts, we believe that the purpose and need of the proposed action is to ensure a year-round reliable water supply for PCWA versus permanent up-stream access to an American River diversion. Thus, we support the Bureau and PCWA efforts to develop alternative diversion points (e.g., Sacramento River) and other water supply sources. We urge you to aggressively pursue these efforts and to consider reduction of the amount of the proposed diversion on the American River.

A. Project support noted.

B. The modeling performed for the diversion-related evaluation of cumulative impacts within the American River Basin includes other American River and regional water diversion, flood control, and water temperature management actions that may affect environmental resources within the regional study area. The assumptions and parameters used in the modeling simulations include hydrology/level of land use, water demands, CVP facilities and operations (including flood control operations), CVP and SWP allocation objectives and decisions, and all applicable regulatory standards. These topics are briefly described in the Draft EIS/EIR, Chapter 3.0, Affected Environment and Environmental Consequences, Section 3.3.2.4, Modeling Assumptions (see pages 3-22 through 3-24) and in greater detail in Appendix E, Technical Modeling Memorandum (see Table 1). The cumulative analysis assumed implementation of and incorporated operational information that was available at the time of the analysis for all reasonably foreseeable future local, state, and federal projects or actions.

The Draft EIS/EIR reports that the cumulative condition would potentially result in significant environmental impacts. However, the incremental contribution of the Proposed Project would not be cumulatively considerable, and therefore, would be less than significant for all resources evaluated, with the exception of potential impacts upon cultural resources at Shasta Reservoir. As a result of this determination, Reclamation is developing a programmatic agreement with the State Historic Preservation Office (SHPO) to fully mitigate this potential impact. CEQA and NEPA only require or recommend mitigation of a project's contribution to a cumulative impact. However, as identified in the Cumulative Report, both lead agencies are actively involved in local and regional efforts, such as the Water Forum Agreement, related to improving the condition of sensitive fisheries and aquatic and terrestrial resources potentially affected by projected future changes in water project operation.

Letter 121 (cont)

Response C
Reclamation recognizes that the water supplies in the American River Basin are fully committed. Generally, American River Division CVP water contractors upstream of Folsom Dam already take their full water supply entitlements, except when water supply shortages are declared. As part of the Sacramento Area Water Forum Agreement, the American River Division CVP contractors have agreed to reduce water supply diversions during drier years. The American River Pump Station Project, however, involves use of water supplied by PCWA's Middle Fork Project (subject to water right permit numbers 13586 and 13858, as authorized by the State Water Resources Control Board) and does not involve the diversion of CVP water entitlements. Therefore, although the American River Basin as a whole may be fully committed, PCWA's MFP water supplies are not.

The Draft EIS/EIR describes Reclamation's CVP water allocation decision-making in Chapter 3.0, Affected Environment and Environmental Consequences, Section 3.3.2.4, Modeling Assumptions (see page 3-24) and in Appendix E, Technical Modeling Memorandum.

Response D
PCWA and Reclamation recently completed negotiation of PCWA's CVP water contract amendment (PCWA/USBR 2002). One of the provisions of the contract requires PCWA and Reclamation to evaluate an alternative point of diversion from the Sacramento River for PCWA's CVP water entitlements (otherwise to be taken from the American River, at Folsom Dam/Reservoir). Congress recently authorized and directed Reclamation to complete a feasibility study for this project consistent with the Sacramento Area Water Forum Agreement. Study funding has been authorized and it is expected that the feasibility evaluation will be underway this year (2002). Development of the Sacramento River Diversion Project would enable PCWA to reduce the total amount of water it diverts from the American River, thereby minimizing its contribution to future influences on resources of the upper and lower American River. Implementation of the Sacramento River Diversion Project would be subject to all applicable environmental review and regulatory permitting approval, including public involvement opportunities.

L-121, pg. 3

E

The significant adverse cumulative impacts caused by reasonably foreseeable increased water supply diversions (American River Basin Cumulative Impact Report, Appendix D) is of considerable concern. Furthermore, it is clear there is the potential for significant water scarcity and the need for long-term strategies to address future shortages. EPA firmly believes that long-term water supply commitments must focus on determination of available supplies and bringing commitments into alignment with these supplies. Thus, we support the American River Water Forum's efforts to determine the basin wide water supply demand and to balance this demand with existing water supplies while protecting and enhancing the natural resources of the Lower American River. Of special note are the Water Forum's Dry Year Agreements (pg. 2-25).

We urge the Bureau, PCWA, and Water Forum to utilize a broad array of tools to increase management flexibility, water supply reliability, and to assure a long-term, sustainable balance between available water supplies, ecosystem health (e.g., in-stream beneficial uses, water quality), and water supply demand (e.g., contract commitments). These tools could include water transfers and exchanges, conservation, pricing, irrigation efficiencies, operational flexibilities, market-based incentives, diversification of water supply sources, water acquisition, conjunctive use, voluntary temporary or permanent land fallowing, water quality improvements, and wastewater reclamation and recycling.

F

EPA also has concerns regarding air quality. Because of these concerns, we have classified this DEIS as category EC-2, Environmental Concerns - Insufficient Information (see attached "Summary of the EPA Rating System"). Additional detailed comments are enclosed. We appreciate the opportunity to review this DEIS. Please send two copies of the FEIS to this office at the same time it is officially filed with our Washington, D.C. office. If you have questions or wish to discuss our comments, please call Ms. Laura Fujii, of my staff, at (415) 972-3852

Sincerely,

Lisa B. Hanf, Manager
Federal Activities Office

Enclosure: Detailed Comments (4 pages)
Summary of the EPA Rating System
MI003284
Filename: pcwapumpdeis.wpd

cc: Jim White, Department of Fish and Game
Wayne White, US Fish and Wildlife Service
Gary Stern, National Marine Fisheries Service
US Corps of Engineers, Sacramento
Brent Smith, PCWA

E. Many of the tools and programs suggested by the commenter have been and continue to be considered, developed, and implemented through regional and combined state/federal program efforts, such as the Sacramento Area Water Forum and CALFED. As participants in these larger programs, PCWA and Reclamation fully support the development and implementation of efforts to improve the balance between water supply and environmental resource water needs.

F. Additional detailed comments are addressed below, including specific references to Chapter 3.0 of the Final EIS/EIR, which provide additional clarification and information. Please refer to Responses L-121.G through L-121.P.

L-121, pg. 4

DETAILED COMMENTS

Cumulative Impact Analysis

G

1. The proposed project would increase the Placer County Water Agency's (PCWA) pump capacity from 50 cubic feet per second (cfs) to 100 cfs for a maximum diversion of 35,500 acre feet per year (AFA). The current seasonal diversion is 8,500 AFA (pg. 3-13) with a potential increase to 19,300 AFA under the No Action future condition. In addition, the project includes a provision for future expansion of the pump station to 225 cfs to provide for a projected PCWA need of 35,000 AFA by 2030 (from 35,500 AFA to 70,500 AFA) and for future water demand by the Georgetown Divide Public Utility District (pg 10, Executive Summary). While EPA acknowledges the future water supply need, we are very concerned with the potential adverse cumulative impacts (e.g., induced growth, increased water temperatures, fisheries impacts) of increased diversions from the upper American River.

Recommendations:

The FEIS should describe in detail PCWA's current and future water supply needs and how these values were determined (e.g., definition used for beneficial use). We advocate use of water use efficiency and conservation performance requirements to help balance existing water supplies and demand. The FEIS should describe minimum conservation and water efficiency criteria which should be met before expansion is approved.

H

As noted in the DEIS, future expansion of the pump facility would require additional environmental regulatory review and approvals. We recommend a commitment to this future environmental review and approval be clearly stated in the Record of Decision.

I

2. The American River Basin Cumulative Impact Report (Appendix D) provides an excellent detailed evaluation of reasonably foreseeable water supply actions in the Bureau's American River Division of the Central Valley Project. However, a cumulative impact analysis should also consider reasonably foreseeable actions taken by other agencies or persons [40 CFR 1508.7].

Recommendation:

We recommend the cumulative impact analysis be expanded to consider other actions that may contribute to adverse regional and American River cumulative impacts. For example, consider evaluation of actions that could change operations of the Central Valley Project or State Water Project, modify the timing and magnitude of flood flows, or adversely affect scare riparian habitat. Possible projects to consider include the US Corps of Engineers (COE) American River Long-Term Study, the proposed Sites Reservoir, raising of Shasta and Folsom

G. The Draft EIS/EIR provides a summary of PCWA's estimated future water supply needs (pages 1-5 through 1-7) as determined through long-term planning projections supported by projections in the general and specific plans of Placer County and the cities or communities within PCWA's water service area (see also Draft EIS/EIR pages 3-30 to 3-31). Draft EIS/EIR Table 3.4-2 provides a summary of incremental water supply demand increases projected through 2020.

Please also refer to Master Response 3.1.11, PCWA's Water Conservation Program.

H. The Draft EIS/EIR indicates the requirement to complete future environmental review and approval prior to expansion of the pump station (Chapter 2.0, Description of Alternatives, page 2-27). The lead agencies would not legally be able to expand the American River Pump Station without completing all appropriate environmental review and regulatory permitting processes, including public notification and involvement opportunities. Additionally, PCWA would only consider expansion of the pump station in the event the Sacramento River Diversion Project does not materialize.

I. The American River Basin Cumulative Report includes all reasonably foreseeable projects or actions that would potentially contribute to cumulative impacts, not just Reclamation's actions. Please refer to Appendix E of the Cumulative Report.

L-121, pg. 5

Dams, implementation of the Trinity River restoration flow decision, COE Sacramento-San Joaquin Comprehensive Study, and CALFED restoration projects.

3. Potential mitigation measures to address cumulative impacts are only briefly mentioned in the DEIS and American River Basin Cumulative Impact Report.

J

Recommendations:

The cumulative impact analysis should include a distinct section providing a description and discussion of actions that can be implemented to help reduce identified potential adverse cumulative impacts. This section could be included after each resource environmental analysis section (e.g., water quality, fisheries) or as a separate section devoted to mitigation. While we recognize that the Bureau and PCWA are not responsible for the mitigation of cumulative impacts caused by other actions, we believe a general description of possible mitigation measures for cumulative impacts encourages others to step forward and take actions to reduce these impacts.

Possible mitigation measures to consider are water supply demand management tools, wetland and riparian habitat restoration, threatened and endangered species recovery actions, development of resource management plans (e.g., habitat conservation plans, natural community conservation plans), watershed analysis projects, implementation of Water Forum actions and agreements, implementation of nonpoint source pollution controls, implementation of sustainable growth principles (e.g., town-centered, transit and pedestrian oriented development), and active participation in CALFED efforts.

4. While we believe the American River Basin Cumulative Impact Report is an excellent attempt at providing a watershed-level cumulative impacts analysis, there a number of additional features which may improve the usefulness of the document.

K

Recommendations:

We suggest the following items be considered for inclusion in the Report:

a. An acronym definition list.

b. An executive summary providing a short summary of cumulative impacts and their causes.

c. A summary table of the reasonably foreseeable American River diversions. This table should include information on the American River's safe water supply yield and for each diversion - current and projected water supply demand, current and future contract amounts, water rights, and safe yield of other utilized water supply sources (e.g., groundwater, Central Valley Project, State Water Project).

J. Appendix A, Conservation Measures, of the American River Basin Cumulative Report, provides a list of ongoing or planned environmental resource protection or enhancement programs of local and regional agencies within the American River Basin. Specific on-going and future programs involving PCWA or Reclamation also are listed in Section 5.0 of the Mitigation Plan (Appendix D of the Final EIS/EIR). Conservation measures being implemented within the study area include many of those listed by the commenter.

K. An updated acronym and abbreviations list is provided at the front of the Final EIS/EIR. The cumulative impacts are identified in the Summary of Impacts and Environmental Protection and Mitigation Measures, as revised and presented in Chapter 2.0 of the Final EIS/EIR. Available information regarding each of Reclamation's reasonably foreseeable American River actions is provided in Chapter 2.0 of the American River Basin Cumulative Report and in the technical modeling memorandum. These modifications do not alter the conclusions presented in the Draft EIS/EIR, including the Cumulative Report.

L. The Draft EIS/EIR, page 2-296, recognizes that the Proposed Project study area is within a non-attainment area for ozone and particulate matter (PM_{10}). However, based on the implementation of recommended air pollutant control measures identified in the Draft EIS/EIR, it has been determined through consultation with the local air pollution control districts that the Proposed Project would be in conformity with the implementation plan and would not be expected to cause or contribute to any new violations or increase the frequency or severity of any existing violation of any standards. Information regarding the Proposed Project's conformity with the implementation plan, according to the General Conformity Regulations, is provided in Chapter 3.0, Section 3.15, Air Quality of the Final EIS/EIR. This change does not alter the conclusions presented in the Draft EIS/EIR.

L-121, pg. 6

EPA DEIS COMMENTS, PCWA AMERICAN RIVER PUMP STATION PROJECT, NOV. 2001

K (cont)

d. A summary table for regional diversion projects. This table would be similar to the one above for American River diversions and should include information on the safe yield of utilized water sources (e.g., annual flows of Sacramento and American River tributaries, reservoir storage capacities), current and future diversion quantities, and current and projected demand.
While we recognize that much of the above data is present in the text, we believe summary tables would provide a quick glimpse of the data and an overview of the diversions from each major watershed.

Air Quality Analysis

L

1. While the DEIS provides an evaluation of potential air quality impacts, it does not appear to include a general conformity evaluation. Federal agencies are required by the Clean Air Act to assure that actions conform to an approved air quality implementation plan.

Recommendation:

If the proposed project area is in a nonattainment area, the Bureau may need to demonstrate compliance with conformity requirements of the Clean Air Act [Section 176(c)]. General Conformity Regulations can be found in 40 CFR Parts 51 and 93 (58 Federal Register, page 63214, November 30, 1993). These regulations should be examined for applicability to the proposed action. If the general conformity requirement does not apply to the proposed action (e.g., the project is in an attainment area), than the FEIS should state this.

M

2. EPA issued revised standards for ozone and small particulate matter (PM2.5)(smog and soot) in July 1997. Implementation of these standards are pending the designation of nonattainment areas and development of specific regulatory requirements. The adverse health effects of ozone and PM2.5 are well known. Thus, we believe the FEIS should evaluate the extent that the proposed project may release significant amounts of these pollutants.

Recommendations:

We recommend the Air Quality section of the "Affected Environment" chapter, include a description of the new ozone and PM2.5 standards, their health effects, and disclose what, if any, monitoring has been done in the project area for these pollutants. Possible sources that may contribute to high levels of ozone and PM2.5 emissions include construction equipment, mobile sources, and high volumes of diesel truck traffic.

The FEIS should identify sensitive receptors. These include children (schools, preschools, parks, playgrounds), elderly (retirement homes), infirm (hospitals), and athletes (gymnasiums, tracks, pools).

3

M. The Draft EIS/EIR evaluates the potential impacts associated with emission of ozone precursors (ROG and NO_x) and of PM_{10} according to the available emission estimate calculations and requirements of the local air pollution control districts. While it is recognized that EPA has issued standards for small particulate matter ($PM_{2.5}$), monitoring data for this pollutant was not available for locations within the study area at the time of Draft EIS/EIR preparation. It is expected that $PM_{2.5}$ will begin to be collected at Placer County air monitoring stations within the next year (D. Vintze January 2002). The mitigation measures included for PM_{10} were developed in consultation with the local air pollution control districts and are considered appropriate and adequate to mitigate the potential construction-related fugitive dust emissions of the project. Information regarding the new ozone and $PM_{2.5}$ standards, their health effects, and the status of monitoring and evaluation of these pollutants in the project area is provided in Chapter 3.0, Section 3.15.12, Regional Setting, Air Pollutants of Concern. This change does not alter the conclusions presented in the Draft EIS/EIR.

The Draft EIS/EIR identifies receptors that may be sensitive to air pollutant emissions generated by the Proposed Project (page 3-296). These receptors were identified in consultation with the Placer and El Dorado County air pollution control districts and are the focus of the air quality impact evaluation.

Mitigation measures identified to minimize ozone and particulate matter generation have been identified in consultation with the Placer County Air Pollution Control District (PCAPCD). The El Dorado County Air Pollution Control District also was consulted during preparation of the Draft EIS/EIR evaluation and during completion of the Final EIS/EIR. However, because no sensitive receptors were identified within the accepted sensitive receptor distance (1,000 feet in El Dorado County), the focus of the air quality analysis is on the Placer County side of the project study area.

The Draft EIS/EIR provides mitigation for potential air quality impacts to the maximum extent possible, as determined through consultation with local air pollution control districts. Mitigation measures for the construction-related air quality emission impacts are presented in the Draft EIS/EIR Summary of Environmental Protection and Mitigation Measures (Chapter 2.0, Section 2.3, pages 2-39 through 2-41) and in the Air Quality Analysis (Chapter 3.0, Section 3.15.2, pages 3-298 through 3-307). These measures include those mitigation approaches recommended by the commenter. Additionally, the lead agencies considered purchase of NO_x emission credits, but were advised during discussions with PCAPCD held during preparation of the Draft EIS/EIR, that the purchase of NO_x emission credits was not a feasible or appropriate mitigation measure for this project. Instead, PCAPCD recommended the measures included in the Draft EIS/EIR (page 3-300, 3-301), including an ongoing adaptive approach involving weekly construction air pollutant emission monitoring and evaluation of conditions throughout the construction period. These measures are considered adequate and appropriate for the mitigation of potential impacts and would be expected to fully mitigate NO_x emissions below the PCAPCD quarterly threshold. However, because there remains some uncertainty that NO_x emissions would consistently remain below the quarterly threshold, the Draft EIS/EIR indicates a conservative impact call regarding the potential for a short-term exceedance.

L-121, pg. 7

M (cont)

We also encourage mitigation to the maximum extent possible. Mitigation measures may include air emission credits, keeping diesel engines well tuned, retrofitting diesel engines, using machinery that uses alternative fuels, scheduling construction to minimize impacts to sensitive receptors, implementing seasonal control programs, and investigating opportunities to minimize land clearing. Given the potential for violation of nitrogen oxide (NOx) thresholds, we strongly recommend that the FEIS explore the possibility of purchasing NOx credits.

General Comments

N

1. The potential for climate change is now considered a significant possibility. Current research estimates that climate change could modify the frequency, magnitude, and timing of precipitation in the pacific northwest. A major change in precipitation and weather patterns could have notable implications for how we manage our water supply facilities.

Recommendation:

We recommend the FEIS include a short section on climate change and its potential implications for water supply management within the American River Basin and California. If possible, describe the potential impacts of future climate change on the effectiveness of the proposed PCWA pump facility (e.g., is the proposed location high enough), model assumptions and results (e.g., PROSIM), operation of the CVP and SWP, and potential impacts to resources of concern (e.g., fisheries).

O

2. Effective and sustainable management of CVP water supplies depends on an accurate knowledge of water supply availability and water use. This knowledge can only be obtained through monitoring and accounting of water supply and demand. We urge the Bureau and PCWA to make a firm commitment to timely and accurate monitoring and accounting. This commitment should include dedicated funding for this effort.

P

3. To provide clarity we recommend the FEIS include a major features figure for the No Action Alternative similar to those for the action alternatives. This figure should include the exact location of the seasonal pump facility, diversion/intake location, discharge pipe, and road access.

Q

4. If feasible, we recommend providing an itemized cost description which breaks out the cost for the pump facility, closure of the bypass tunnel, and river restoration actions.

N. Information regarding climate change is provided in Chapter 3.0, Section 3.18, Other Impact Considerations, which has been revised to include Section 3.18.6, Climate Change. This change does not alter the conclusions presented in the Draft EIS/EIR.

O. Reclamation presently monitors water deliveries and reports results annually in the Water Use Report required under Section 3405(B) of the CVPIA. PCWA monitors and records water supply diversions and deliveries associated with operation of the Middle Fork Project. This information is utilized by the individual agencies in their long-term water supply planning efforts.

P. The commenter requests a figure depicting the major features of the No Action Alternative. A figure showing the No Action/No Alternative has been included in Chapter 2.0, Section 2.2.1, No Action/No Project Alternative. This additional information does not alter the conclusions presented in the Draft EIS/EIR.

Q. A description of the costs of major project elements has been developed in response to this and other comments. An estimated cost breakdown of the Proposed Project has been included in Chapter 2.0, Section 2.2.2, Proposed Project—Mid-Channel Diversion Alternative of the Final EIS/EIR. This change does not alter the conclusions presented in the EIS/EIR.

L-121, pg. 8

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 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."

L-122

Dennis Hada, 01:53 PM 11/13/01, Auburn Dam Site Restoration

From: Dennis Hada <dennis.hada@mcsinet.com>
To: ""brown@swri.net"" <brown@swri.net>
Subject: Auburn Dam Site Restoration
Date: Tue, 13 Nov 2001 13:53:19 -0500
Importance: high
X-Mailer: Internet Mail Service (5.5.2653.19)

November 13, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Ave. Suite 110
Sacramento, CA 95825

To Whom It May Concern:

I am in support of restoring the American River at the Auburn Dam Construction site to it's natural flow, however, I am concerned about the loss of the Auburn to Cool trail as a result of this closure. The Auburn to Cool trail, via the diversion tunnel, has provided the only safe route for mountain bicyclists to get between the 2 towns. The only other route requires riding on at least 2 miles of hwy. 49 that has no shoulders and high traffic speeds.

My understanding is that the proposed design for a bridge at the restoration site has been estimated in excess of one million dollars. I believe that a better lower cost alternative would be a new trail that goes from the dam overlook to either hwy. 49 at the river or Mt. Quarries bridge and then up to Cool. The route on the Auburn side is already in place, as well as the Mt. Quarries bridge. The cost to complete this alternative is approximately one fifth that of erecting a new bridge at the tunnel location.

A I trust that mitigation for closing the existing trail would include all or partial funding for such a trail.

The completion of the pump station project will result in more people using the park. Additional long term funds are needed to manage the park as the number of visitors increase. Some funding source should be identified to do this.

Thank you for your time and feel free to contact me if you have any questions regarding this issue.

Dennis Hada

*Vice President, **ARMBA** (American River Mountain Bike Assistants)*
*Member, **FATRAC** (Folsom / Auburn Trail Riders Action Coalition)*
www.fatrac.org
Home Address:
9580 Rock Springs Road
Newcastle, CA. 95658

*CAD Technician, **MCSi** (Media Consultants / Systems Integrators)*
www.mcsinet.com
4604 Roseville Road, Suite 100
North Highlands, CA. 95660

wk; (916) 739-8226 ex. 177 dennis.hada@mcsinet.com
hm; (916) 663-4033 dhada@jps.net
cell; (916) 804-3722
wk FAX; (916) 414-2131

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-123

11/13/01 TUE 11:29 FAX 530 823 002

COMMENT CARD
PLACER C0. WATER AGENCY / U.S. BUREAU OF RECLAMATION

RE: AMERICAN RIVER PUMP STATION & RESTORATION, PLANNED REC PARK PARKING FACILITY

NAME: Laura & Bill Hudson
1925 Burlin Way
Auburn, CA 95603
530-889-8586 (voice) /530-823-6063 (fax)
Falcon's Point Homeowners Association
Maidu Corridor Homeowners Ad-hoc Group

A

COMMENTS: **WE STRONGLY OPPOSE** the proposed upgraded parking facility and concomitant changes that would be necessary to support commercial whitewater operations to and from the Rec Park area at the terminus of Maidu Drive for the following reasons:

- The proposal would earmark public moneys for the primary commercial benefit of a private industry (whitewater rafting businesses).
- The proposal would use public moneys while damaging local homeowners through:
  - Degradation of property values due to extensive commercial traffic far exceeding reasonable traffic load (up to 210 daily vehicle trips including rafting company buses and local parking overload when parking lot is full.)
  - Nuisance of litter accompanying increased recreational traffic and insufficient sanitation facilities.
  - Danger of increased theft, crime and public security issues that accompany increased traffic.
  - Public safety hazards of a semi-private terminus parking facility for school-aged teenagers using illegal alcohol and controlled substances; use of controlled substances by recreational and itinerant habitants,
  - Close proximity to the new Canyonview Center (former BLM building now being improved to use as community activity center and enhanced conference and reception facility.) Through the building and considerable local residential development totaling to multi-million of dollars in value, the highest and best use has already been established for this area, with significant public and private non-transferable investments already in place.
  - The endangerment of children from the surrounding neighborhoods while crossing Maidu Dr. in their passing to and from Skyridge School. Maidu does not have required sidewalks and other safety features.
  - The proposal would exacerbate an already-established pattern, turning Maidu Drive into a speed track, further endangering local residents. This proposal would result in significant additional need for 24-hour police patrols.

WE STRONGLY SUPPORT returning the American River to its natural course and promoting the current occasional quiet use of the riverfront area and trails for horseback riding, jogging, hiking and other on-foot uses that retain the existing natural habitat of this non-renewable resource.

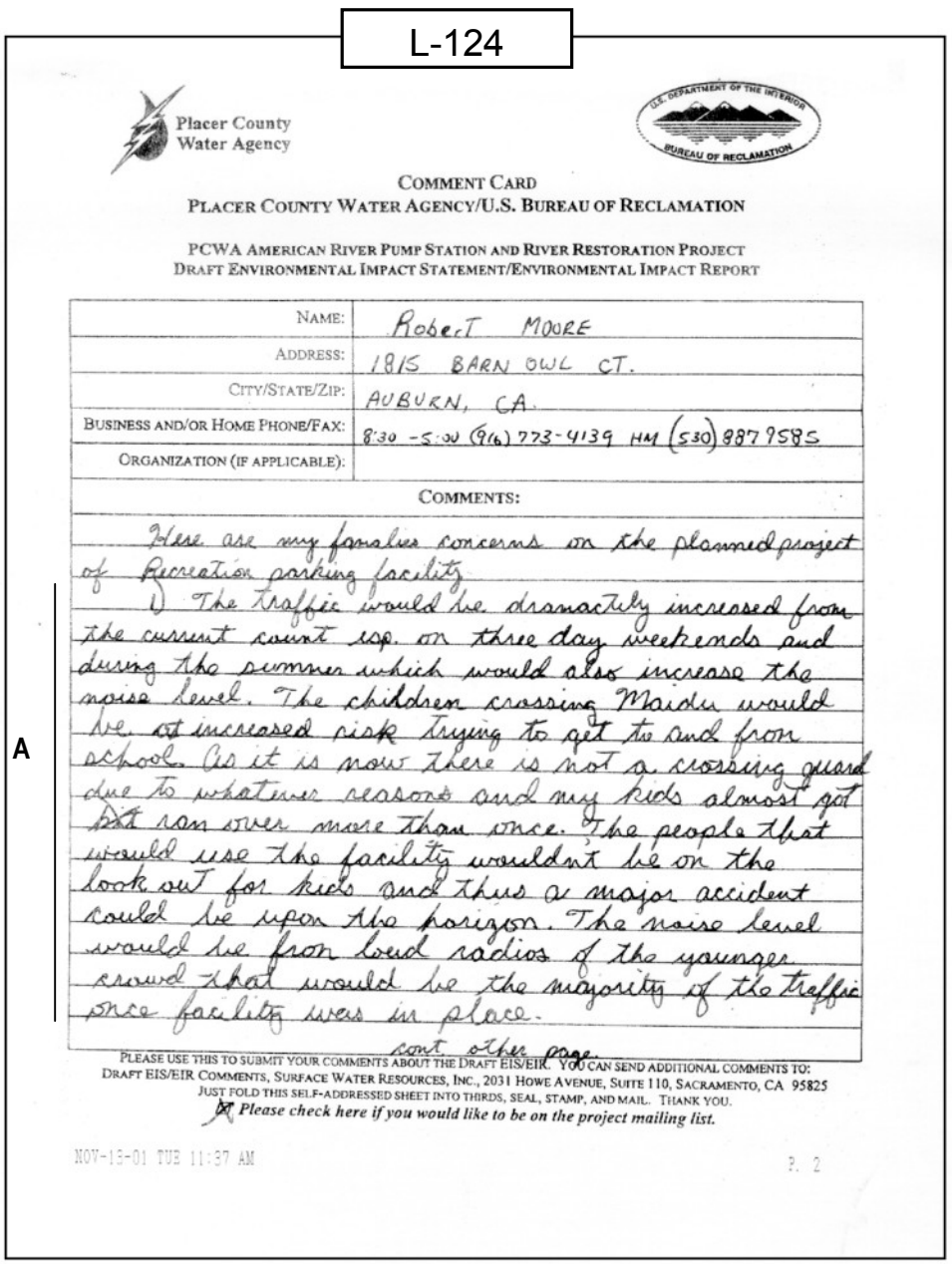
Laura Hudson 11/9/01
Laura Hudson

William Hudson
William 'Bill' Hudson

NOV-13-01 TUE 11:32 AM 530 823 6063 P. 2

A. Please refer to Master Response 3.1.6, Public River Access Features. CDPR would not issue commercial rafting permits as part of the Proposed Project.

L-124



Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Robert MOORE
ADDRESS:	1815 BARN OWL CT.
CITY/STATE/ZIP:	AUBURN, CA.
BUSINESS AND/OR HOME PHONE/FAX:	8:30 -5:00 (916) 773-4139 HM (530) 887 9585
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

Here are my families concerns on the planned project of Recreation parking facility

A 1) The traffic would be dramactily increased from the current count esp. on three day weekends and during the summer which would also increase the noise level. The children crossing Maidu would be at increased risk trying to get to and from school. As it is now there is not a crossing guard due to whatever reasons and my kids almost got ~~bit~~ ran over more than once. The people that would use the facility wouldn't be on the look out for kids and thus a major accident could be upon the horizon. The noise level would be from loud radios of the younger crowd that would be the majority of the traffic once facility was in place.

cont other page.

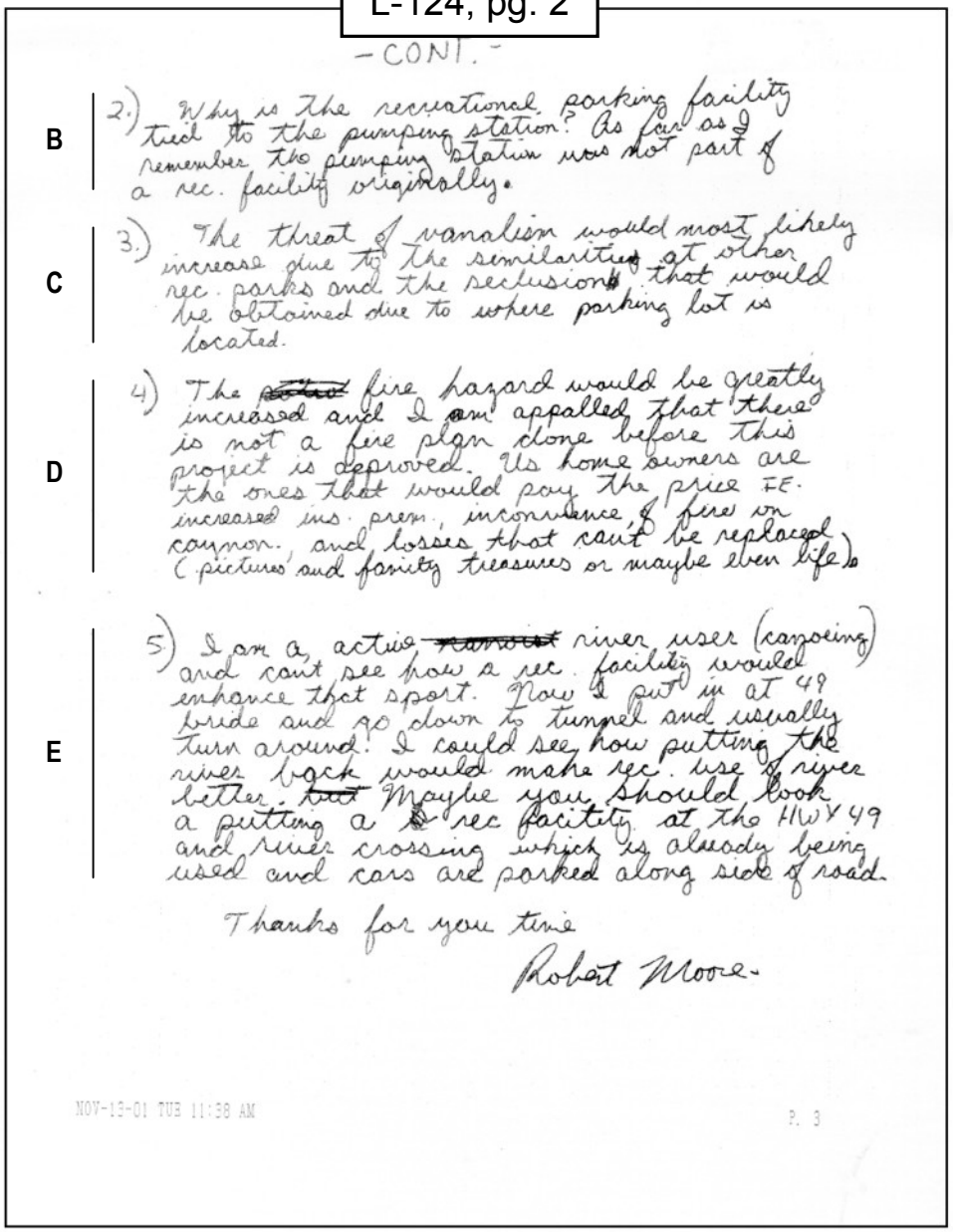
PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

☒ *Please check here if you would like to be on the project mailing list.*

NOV-13-01 TUE 11:37 AM P. 2

A. Please refer to Master Response 3.1.6, Public River Access Features.

L-124, pg. 2



-CONT.-

B 2.) Why is the recreational parking facility tied to the pumping station? As far as I remember the pumping station was not part of a rec. facility originally.

C 3.) The threat of vanalism would most likely increase due to the similarities at other rec. parks and the seclusion that would be obtained due to where parking lot is located.

D 4) The ~~other~~ fire hazard would be greatly increased and I am appalled that there is not a fire plan done before this project is approved. As home owners are the ones that would pay the price FE. increased ins. prem. inconvience of fire on common, and losses that can't be replaced (pictures and family treasures or maybe even life)

E 5) I am a active ~~canoeist~~ river user (canoeing) and can't see how a rec. facility would enhance that sport. Now I put in at 49 bride and go down to tunnel and usually turn around. I could see how putting the river back would make rec. use of river better. ~~but~~ Maybe you should look a putting a ~~the~~ rec facility at the HWY 49 and river crossing which is already being used and cars are parked along side of road.

Thanks for your time

Robert Moore.

NOV-13-01 TUE 11:38 AM P. 3

B. Please refer to Master Response 3.1.6, Public River Access Features regarding the need for public river access in the project area.

C. Please refer to Master Response 3.1.6, Public River Access Features.

D. Please refer to Master Response 3.1.9, Fire Management.

E. Please refer to Master Response 3.1.6, Public River Access Features.

L-125

NOV 13 '01 13:48 GUS PEARS P.1

Comment Card
Placer County Water Agency/U.S.. Bureau of Reclamation

PCWA American River Station and River Restoration Project
Draft Environmental Impact Statement /Environmental Impact report

Name: Gus & Diana Pearson
Address :1880 Vista Del Lago
City/State/Zip: Auburn, CA. 95603
Home Phone:(530) 823- 6855

Comments:

We do favor the plan to restore the river and build the pump station, but do have several concerns.

A | With the growth in the Maidu Drive area, we are experiencing traffic problems now. Would it not be better to have Pacific Ave. as the main entrance to the recreational area?

B | I feel that with the increase of people in the canyon we will have a potential for fire danger. How will this be addressed?

C | Because we are so close to the canyon, we now hear noise from parties and reckless driving on the lower part of Maidu. How will this be policed?

Sincerely
Gus Pearson

Please put us on the project list.

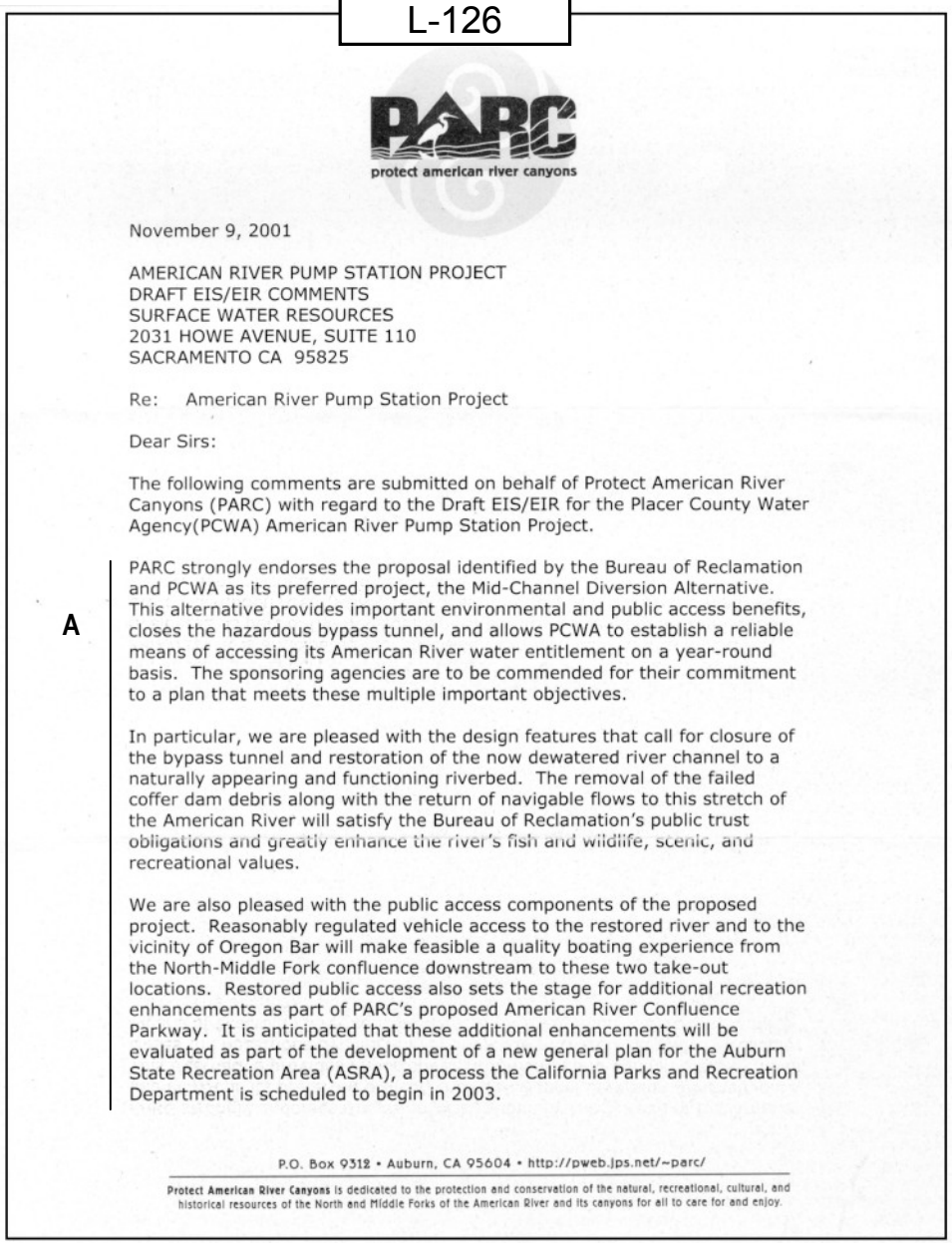
NOV-13-01 TUE 12:09 PM P. 1

A. Please refer to Master Response 3.1.10, Project Access.

B. Please refer to Master Response 3.1.9, Fire Management.

C. Please refer to Master Response 3.1.6, Public River Access Features.

L-126



PARC
protect american river canyons

November 9, 2001

AMERICAN RIVER PUMP STATION PROJECT
DRAFT EIS/EIR COMMENTS
SURFACE WATER RESOURCES
2031 HOWE AVENUE, SUITE 110
SACRAMENTO CA 95825

Re: American River Pump Station Project

Dear Sirs:

The following comments are submitted on behalf of Protect American River Canyons (PARC) with regard to the Draft EIS/EIR for the Placer County Water Agency(PCWA) American River Pump Station Project.

A

PARC strongly endorses the proposal identified by the Bureau of Reclamation and PCWA as its preferred project, the Mid-Channel Diversion Alternative. This alternative provides important environmental and public access benefits, closes the hazardous bypass tunnel, and allows PCWA to establish a reliable means of accessing its American River water entitlement on a year-round basis. The sponsoring agencies are to be commended for their commitment to a plan that meets these multiple important objectives.

In particular, we are pleased with the design features that call for closure of the bypass tunnel and restoration of the now dewatered river channel to a naturally appearing and functioning riverbed. The removal of the failed coffer dam debris along with the return of navigable flows to this stretch of the American River will satisfy the Bureau of Reclamation's public trust obligations and greatly enhance the river's fish and wildlife, scenic, and recreational values.

We are also pleased with the public access components of the proposed project. Reasonably regulated vehicle access to the restored river and to the vicinity of Oregon Bar will make feasible a quality boating experience from the North-Middle Fork confluence downstream to these two take-out locations. Restored public access also sets the stage for additional recreation enhancements as part of PARC's proposed American River Confluence Parkway. It is anticipated that these additional enhancements will be evaluated as part of the development of a new general plan for the Auburn State Recreation Area (ASRA), a process the California Parks and Recreation Department is scheduled to begin in 2003.

P.O. Box 9312 • Auburn, CA 95604 • http://pweb.jps.net/~parc/

Protect American River Canyons is dedicated to the protection and conservation of the natural, recreational, cultural, and historical resources of the North and Middle Forks of the American River and its canyons for all to care for and enjoy.

A. Project support noted.

L-126, pg. 2

B

We, like many others, are concerned about one impact of the proposed project: the permanent closure of the Auburn to Cool Trail through the project area. The existing land bridge provides an important link between trail systems on each side of the canyon and is utilized by hikers, runners, equestrians, and mountain bikers. It is likely that the loss of this trail link would intensify the use of other canyon trails, leading to physical degradation of those trails and increased user group conflicts.

We agree with the assessment that the loss of this trail connector is a significant impact. We question, however, the draft EIS/EIR's conclusion that there are no feasible mitigation measures that can be implemented as part of the proposed project.

One potential mitigation measure that appears to enjoy widespread public support is construction of a pedestrian, equestrian and cycling bridge across the river somewhere in the vicinity of the existing land bridge. Another attractive option is the construction of new multi-use trails on both sides of the river, leading downstream from Mountain Quarries (No Hands) Bridge to the project area and linking up with other existing trail systems.

It is PARC's position that both these options merit close analysis, and that both should be implemented at some point in the not to distant future. We would note that with regard to the footbridge option, special care needs to be taken in the design and placement of the bridge to ensure it is aesthetically pleasing and as compatible as possible with its canyon surroundings.

The new trail option may well be a more compelling mitigation measure to be taken as part of this project. This option would not only preserve the Auburn to Cool Trail link, but would do so by providing new trails that would help alleviate the usage demand on other increasingly popular canyon trails. It would also appear that new trail construction could be accomplished more quickly and at a lower cost than would be necessary for a new footbridge.

PARC is not insensitive to the authorization and budgetary constraints of the pump station project. Nevertheless, we believe the project sponsors do have a responsibility to mitigate for the impacts of the project, and in particular to mitigate the loss of the Auburn to Cool Trail link. If feasible that mitigation should include new trails or a new footbridge as outlined above; if such mitigation is determined to not be feasible as part of the proposed project, then it should include at a minimum other partial mitigation measures such as design of the reconstructed river channel to allow for a low flow, shallow water ford, or placement of a temporary seasonal bridge that would serve the same purpose. These partial mitigation measures should also include design of the reconstructed river channel in a manner that will accommodate future permanent bridge placement.

In the event neither the new trail option nor the permanent footbridge option is determined to be feasible as part of the proposed project, we believe it is

B. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-126, pg. 3

vitally important that both the Bureau and PCWA make a commitment to work with State Parks to implement both options as soon as possible. It is our perception that without such an express commitment by the project sponsors, neither of these necessary measures is likely to be funded or implemented any time soon.

C PARC is also sensitive to the integrity of the neighborhoods in the vicinity of the proposed access via Maidu Drive to the restored American River and Oregon Bar. Options here might include signage at Maidu and Auburn-Folsom Road indicating days and hours of operation of the Maidu-Auburn State Recreation Area American River access road, and adequate signage to discourage visitors from using the neighborhood as a parking area. It may be wise to create an overflow parking area near the top of the proposed entrance station on Maidu for those people who want to carpool into the restored river area. Another option that might alleviate many of the

D Maidu neighbors' concerns would be to consider, if feasible, additional or alternate access to the river from the Pacific Avenue-Overlook Area.

E Finally, there may be some merit to restoring the last quarter-mile of dirt road to Tamaroo Bar for fire and safety access to this stretch of river below the Robie Point neighborhood.

F One housekeeping note: references are made throughout the draft EIS/EIR to "No Hands Bridge." The historical name of this beautiful bridge is "Mountain Quarries Bridge." Given the historic character of the bridge (built circa 1912), we believe the EIS/EIR should refer to the bridge by its proper historical name, as well as by its more commonly used contemporary nickname ("No Hands Bridge").

On behalf of Protect American River Canyons, thank you for the opportunity to comment on the draft EIS/EIR for the American River Pump Station Project. We would welcome the opportunity to discuss any and all possible solutions to the mitigation issues raised above, and look forward to the implementation of this very worthy project.

Sincerely,

Tim Woodall
President

C. Please refer to Master Response 3.1.6, Public River Access Features.

D. Please refer to Master Response 3.1.10, Project Access.

E. Please refer to Master Response 3.1.9, Fire Management.

F. A reference to the historical name of the Mountain Quarries Bridge is provided in Chapter 3.0, Section 3.8.1.2, Project Area Setting. This change does not alter the conclusions presented in the Draft EIS/EIR.

L-127



Comments on the Draft PCWA American River Pump Station Project

November 13, 2001

Carol Brown
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95814

Dear Ms. Brown,

General Remarks

Friends of the River has closely followed proposals by the Placer County Water Agency (PCWA) and the United States Bureau of Reclamation (USBR) to construct an "all-season" pumping facility to replace the seasonal pumping facilities now provided by USBR under its contract with PCWA. In addition, and like the California Attorney General and the USBR, we have also recognized the desirability of closing the Auburn dam diversion tunnel and restoring the American River to a more natural river channel as well as restoring public access to this area. We are pleased that PCWA and the USBR appear to be attempting to devise an integrated project that meets these goals.

Water Forum Agreement Implications

We note that the Project is premised on agreements for water diversion and related operations either reached in the January 2000 Water Forum Agreement or contemplated in the negotiations that proceeded the agreement. Both Friends of the River and PCWA were signatories to the Agreement. The USBR has expressed its general support for the Agreement as well.

The specific facility design embodied in the preferred alternative was contemplated during the Water Forum Agreement negotiations, but did not appear in the final agreement because

three remaining issues remained to be negotiated with PCWA[1] . One of those issues was whether the contemplated Auburn diversion would be linked to the closure of the diversion tunnel and the restoration of the river and public access to the project area. If the preferred alternative is adopted, this issue will largely be resolved.

The Water Forum Agreement did not include any provisions related to the delivery of PCWA supplies or USBR "exchange" supplies to the Georgetown Divide Public Utilities District. The American River Pump Station preferred alternative provides for an underchannel crossing and the physical space for a pump in the Pump Station that might some day supply water to the District.

Friends of the River has no current position on this now-hypothetical project, but has expressed concerns before about both the desirability and feasibility of developing this diversion facility to support further urbanization of this area. However, we recognize that the preferred alternative provides no more than a minor fraction of the facilities and financial resources that would be necessary ultimately to deliver water to the District, and that PCWA and USBR engineers would prefer to avoid the prospect of building (with its associated environmental impacts) a second river pump station or a channel crossing across a live stream channel. Therefore, we do not intend to raise any vigorous objection to this limited project feature.[2]

Recreation Improvements

We believe that the preferred alternative interim access program for river navigation use and other incidental public use is generally consistent with the Memorandum of Agreement between the United States and the State of California. We also believe that modifications and refinements to the Project interim access program will emerge and prove popular as the California Department of Parks and Recreation undertakes its update to the Auburn State Recreation Area General Plan – or during the development of a separate Confluence Parkway component amendment to the General Plan. We understand that at least one of these planning efforts are scheduled to begin in 2003. The final Project document should include a

---

[1] Water Forum Agreement, pp. 262 to 272. The remaining issues were: 1) the question of whether river restoration would be included in the design of the proposed Auburn diversion pump facilities, 2) the nature and effectiveness of the implementation of Water Conservation Best Management Practice #5 (particularly in reference to "ditch water" deliveries, 3) the effectiveness of dry year actions that PCWA expects to undertake (although many of these actions were negotiated in other parts of the agreement) given the uncertainties of PCWA diversions, points of diversions, and releases from storage that could not be fully anticipated or negotiated in the Agreement at that time.

[2] The Georgetown Divide Public Utility District has a Water Forum Procedural Agreement meant to memorialize the interest by the District and the Water Forum Signatories to work to resolve remaining issues when further discussions offer promise. (Water Forum Agreement, p. 335)

L-127, pg. 3

A commitment by the project partners, the California Department of Parks and Recreation, and regional governments and special districts to ensure that this effort is undertaken in a successful and timely way.

B A major focus of initial public reaction to the preferred alternative is that a successful effort be undertaken to identify and implement a program to mitigate for the project associated reduced utility of the existing river crossing element of the Auburn to Cool Trail. We understand that some creative and reasonably feasible approaches are likely to emerge during this public comment phase of the project. We hope that the Project partners will work with interested members of the trail community, the State Department of Parks and Recreation, and interested local governments and special districts in fashioning an approach to resolving these concerns — and at the same time forge working relationships that also will be necessary to create a successful Confluence Parkway.

Clarification of Design Philosophy

In Chapter 2, p.2-17 of the EIS/EIR, the Pump Station is to be placed above the 100 year flood level. The adoption of this design criteria is puzzling, for we suspect that PCWA views this element of the project to be "critical infrastructure."

C The Interagency Floodplain Management Review Committee recommends that the nation should: "Reduce the vulnerability of critical infrastructure to damage from the standard project flood.[3]" The purpose of that recommendation was to ensure that critical infrastructure be designed (to the extent possible) to avoid damage to reasonably foreseeable extreme flood events. The Committee also noted that:

> Floodplain Management Guidelines for implementing Executive Order (EO) 11988, issued by the Water Resources Council in February 1978, require that critical high-risk activities be protected at a minimum against the 0.2 percent annual chance (500-year) flood. (p. 71)

While a rich set of literature exists over disputes over modeling the frequency of hypothetical flood events (and the related annual flood risk assessments) in the American River Basin[4], the

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[3] Page 71. The Committee defined Standard Project Flood as: "[A] very large (low frequency) design flood standard applied to the design of major flood control structures and representing the most severe recombination of meterorological and hydrological conditions considered reasonably characteristic of a particular region." *Sharing the Challenge: Floodplain Management Into the 21st Century, Report of the Interagency Floodplain Management Review Committee to the Administration Floodplain Management Task Force*. US Government Printing Office, June 1994.

[4] For a limited discussion (almost no discussion on standard project flood analysis and the use of paleoflood analysis to establish foreseeable flood event boundaries), see *Improving American River*

A. These items will be considered in the update to the Auburn SRA Resources Management Plan, which is a separate project and will require additional environmental review.

B. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

C. Please refer to Response L-110.I.

L-127, pg. 4

American River Pump Station Report provides no information why this design standard was chosen, and no information on the discharges and stages associated with modeled 1%, 0.2%, or the standard project flood. It would be appropriate to remedy this deficiency.

Sincerely yours,

Ronald M. Stork
Friends of the River Conservation Staff
915 20th Street
Sacramento, CA 95814
916 442-3155

Flood Frequency Analyses, Committee on American River Flood Frequencies, Water Science and Technology Board, Commission on Geosciences, Environment and Resources, National Research Council, National Academy Press, 1999.

L-128

CITY OF AUBURN

1225 Lincoln Way • Auburn, CA 95603 • (530)823-4211 • Fax(530)885-5508

November 13, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825
Fax: (916) 286-0957

Subject: PCWA American River Pump Station Project
Draft Environmental Impact Statement/Environmental Impact Report
SCH # 1999062089

Due to the increase recreation use and traffic created by the project we would recommend the following mitigation measures:

A 1. Parking lots and roads for these parking lots should be paved. This would lessen the amount of dust created by vehicle traffic and dirt/mud on City streets.

B 2. Single-family dwellings are located at the edge of the canyon. Since noise easily carries uphill, access roads should be gated and appropriate hours of operation should be established to minimize any negative impacts upon the surrounding neighborhoods.

C 3. Due to the additional trips generated by the project, mitigation fees should be paid for the traffic signals located at Indian Hill Road/Auburn Folsom Road and Herdal Drive/Auburn Folsom Road.

If you have any questions please call any one of us at (530) 823-4211, extension 142 (Tom Fossum) or extension 133 (Wilfred Wong).

Sincerely,

Wilfred Wong
Community Development Director

Thomas A. Fossum
Public Works Director/City Engineer

cc: City Council
City Manager

PCWA Pump Station 11-13-01

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.6, Public River Access Features. The hours of operation would be limited and the gates at the entrance road would be locked at night and off-hours.

C. The Proposed Project Mitigation Plan includes payment of traffic mitigation fees to the City of Auburn.

L-129

11-13-2001 03:39pm From-KINKOS AUBURN T-634 P.001/001 F-454

ROBERT L. PROCISSI
1584 Lincoln Way
Auburn, Ca 95603
530 885-9101

November 14, 2001

American River Pump Station Project
DRAFT. EIR ES COMM
2031 Howe Ave. suite 110
Sacramento, CA.95825

RE: Parking lot / Rafting location

To whom it may concern,

A I am not in favor of this project at its proposed site. I am a property owner in the Montecello housing development. I feel this proposed projcet is not in keeping with the development that has already occured in the area. This is a quite residential neighborhood and would like to see it stay that way. Added traffic and noise would only destroy the neighborhood and surrending neighborhoods.

B This projcet should be moved to the Auburn Dam overlook site. The city of Auburn has already spent thousands of dollars on the skateboard site facility. I believe that the skateboard parking lot near Old Town Auburn and Downtown Auburn with the help of the City of Auburn and the Chamber of Commerce could and would promote tourism dollars for the city of Auburn and its merchants. I also feel that the infrastructure on Auburn- Folsom road and Pacific street has the proper and adequate design to move traffic in and safe and timely manner.

This letter has been written in a few minutes I did not have very much time to get the letter out. My intentions were to get something on paper. If anyone would care to contact me in the future so I can express my feelings in a clear and in depth manner I would be happy to

Sincerely,

Robert L. Procissi.

NOV-13-01 TUE 2:38 PM 5308878881 P. 1

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.10, Project Access.

L-130

William J. Taylor
406 Riverview Drive
Auburn, CA. 95603-5734
Phone: 530\885-7108

11 November 2001

To: American River Pump Station Project
Draft EIR/EIS Comments
Surface Water Resources, Inc.
2031 Howe Ave., Suite 110
Sacramento, CA. 95825

This project as proposed is a blatant attempt by special interest groups to subvert the legitimate EIR\EIS process by misrepresentation of the issue of the pump station.

That this pump station unfortunately may be required to mitigate the water shortages in the Western County area caused by developments already built and pending is a given. However, this attempt to end run the EIR system to provide public access and parking for a small elitist group of river enthusiasts at the expense of and contrary to the desires of area property owners and taxpayers is a new low.

The entire plan as proposed is so flawed as to be ridiculous were it not for the extreme negative impact it threatens to bring to the residents of this area.
Some major concerns are:

A
- The Fire threat will increase many fold if public access of this area is allowed. This is historical fact. There is no Fire plan in place or proposed that has addressed this issue. Where are the fire mitigation and cost reimbursement plans for the Auburn Fire Department, The California Department of Forestry and Fire Protection, or Newcastle Fire Protection District to offset the additional costs of Suppression, Fire Prevention, Medical Aid, and Rescue Services that will be needed to serve the area? Why is this not addressed in the EIS\EIR?

B
- Why is the existing access utilizing Pacific Street not being considered for the Pump Station? The roads are in place and the majority are already paved and improved to standards far more that adequate for any Pump Station. Why would any other route even be considered and why was this fact not addressed in the EIS\EIR?

C
- What mitigation factors are being proposed to offset the additional costs of Law Enforcement and Police Protection in this area that will be incurred by the Auburn Police Department, The Placer County Sheriffs Department, and The California Highway Patrol should public access be allowed? Why was not this issue also addressed by the EIS/EIR?

D
- Riverview Drive has become a de facto connector artery for Madiu Drive since the construction of the Skyridge Elementary School facility. This

A. Please refer to Master Response 3.1.9, Fire Management.

B. Please refer to Master Response 3.1.10, Project Access. Several houses located along Pacific Avenue face the street, are not separated by fencing, and have direct driveway access to the road.

C. Please refer to Master Response 3.1.6, Public River Access Features. Local law enforcement agencies have indicated ability to continue provision of law enforcement services in the project area; increased river access would not be anticipated to create an undue burden upon these agencies.

D. Please refer to Master Response 3.1.6, Public River Access Features.

L-130, pg. 2

increased traffic through this prime residential area caused by people seeking short cut access to the School has resulted in a major adverse impact for the residents. This existing problem has not been addressed to date. This area is already severely impacted without the additional commercial and recreational traffic that this project will generate. Why has there been no EIS\EIR plan to mitigate this problem?

William J. Taylor

Carol A. Taylor

L-131

Karen & Richard Goodrich
515 Riverview Drive
Auburn, Ca. 95603
September 11, 2001

To Whom It May Concern,

I am writing in regards to the American River Public Access Project in Auburn via Maidu Drive. I am a resident of this area and vehemently oppose this access route that you have chosen. I do not wish to have increased traffic in my neighborhood, which will ultimately…

A
1). Increase vehicle activity to a residential and elementary school area.
2). Increase noise pollution.
3). Increase roadside trash and
4). Decrease the pleasure of a nice quiet neighborhood that was designed to be just this.

Auburn already possesses another alternative route to this very same proposed river access area. Pacific Ave, which also comes off one of Auburn's main road, namely Auburn Folsom Road, is a much better choice with regards to Public access. Namely…

1). There are less residential homes that are affected by the increased traffic.
2). There are no public schools on this route and thus children's safety will not be compromised by the increased in automobile traffic.

B
3). **Most Importantly** though is to note that Pacific Ave already has 2 public parks that already draw community activity along with the nearby Fairgrounds, a Dam Overlook area, a Horse trailer parking trail head staging area and a large recreation park near the junction of the Auburn Folsom and Pacific Ave area. A Signal light at this junction is already in place to help regulate the traffic, thereby reducing this cost to your project. Not only this but routing traffic to this area will help our two new parks get the additional public attention that they deserve. Lets keep the public where the public access has already been developed and keep residential areas for families and neighborhoods.

Sincerely,

Karen and Richard Goodrich

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.10, Project Access.

L-132

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	LYLE W. IVES
ADDRESS:	1690 VISTA DEL MONTE
CITY/STATE/ZIP:	AUBURN, CA. 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-888-9291
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A — I CAN UNDERSTAND THE NEED FOR THIS RIVER PUMP STATION BUT I CAN-NOT AGREE THAT ALSO LOADS OF MONEY WILL HAVE TO BE SPENT CREATING AN ADDITIONAL RECREATION AREA PLUS THE MAINTAINANCE COSTS. WHAT THE STATE OF CALIFORNIA WILL RECEIVE IN PARK FEES WILL NOT IN 50 YEARS PAY THE COST OF THIS PROPOSED PROJECT. THE TAXPAYERS ARE THE ONES WHO WILL BE OUT AGAIN IN PROVIDING THE MONEY FOR THIS. DON'T WE ALREADY HAVE ENOUGH OF THESE "LAME DUCK" STUPID IDEAS?

B — IN ADDITION, THIS PROJECT WILL HAVE AN IMMEDIATE IMPACT ON TRAFFIC CONGESTION ON MAIDU BLVD AS WELL AS CREATE DANGER TO THE CHILDREN GOING TO AND FROM THE SKYRIDGE SCHOOL JUST OFF MAIDU. PACIFIC AVE. OVER BY THE DAM OVERLOOK WOULD MOST CERTAINLY BE A BETTER LOCATION WITHOUT IMPACTING THE NEIGHBORHOOD.

I HEREBY REJECT THIS PROJECT AND HOPE OUR STATE CAN FIND A BETTER WAY (BENEFICIAL) TO SPEND THE TAXPAYER'S MONEY

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.2, American River Pump Station Project Funding.

B. Please refer to Master Response 3.1.6, Public River Access Features.

L-133

Comments to the PCWA American River Pump Station and River Restoration Project
Draft EIS/IER
November 12, 2001

A

1. A fire plan should be activated at the beginning of the construction of the project. Construction will have its own unique fire dangers (heavy equipment and personnel), and the project should not move forward until fire hazard concerns are addressed.

B

2. We live at the corner of Riverview Drive and Maidu Drive (just above the ARD building and near the Skyridge Drive intersection. The ARD parking lot and the lower Maidu Drive near PCWA is a regular hangout on summer evenings. We have had to frequently call the police to report racing, and spinning out of cars and loud parties. An additional parking lot will be an attractive place to hang out at night. When we have called the City of Auburn regarding such activities on Maidu Dive and through the residential neighborhood, we have been told to call the CHP, since the lower portion of Maidu Drive is not within the jurisdiction of the Auburn Police Department. This is such small isolated pocket that it does not make a lot of sense for the CHP to have to patrol this portion of the County.

   An agreement should be in place before construction takes place for the City to patrol the unincorporated portion of Maidu Drive and the future parking lots.

C

3. We are very concerned about the increased traffic travelling along Maidu Drive, to Riverview Drive, to Skyridge Drive, and then onto Sacramento Street, instead of taking Maidu Drive back to Auburn-Folsom Blvd. This is a residential neighborhood with houses fronting the Maidu, Riverview and Skyridge Drives and there are no sidewalks on Riverview Drive. Numerous children walk to Skyridge School along Riverview Drive and the three way intersection in front of our house has a curve, which is posted at 15 MPH. There is no stop sign at this intersection. Traffic through the intersection has already increased due to the PCWA and the ARD building. We are concerned that the recreational traffic will take Riverview Drive back to Auburn-Folsom Blvd instead of Maidu Drive. The three-way intersection at Maidu and Riverview Drives is not safe for large amounts of traffic.

   We propose putting a barricade on Maidu Drive between the ARD building and the residences on Maidu Drive, this would then force non-residential traffic to use Maidu Drive. The other option would be to use the access at Pacific Street. This area already has commercial and recreational facilities and is more suited to handle the traffic.

We would like to be included on your project mailing list. Thank you for your consideration of our comments.

Claudia and Kurt Heisinger
401 Riverview Drive
Auburn, CA 95603
(530)823-8078

Claudia Heisinger

A. Please refer to Master Response 3.1.9, Fire Management.

B. Please refer to Master Response 3.1.6, Public River Access Features.

C. Please refer to Master Response 3.1.10, Project Access.

L-134

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	DAVE & KRISTI STRIPLIN
ADDRESS:	1705 VISTA DEL MONTE
CITY/STATE/ZIP:	AUBURN CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A PLEASE DO NOT PUT THE ACCESS TO THE RIVER'S RECREATION FACILITIES ON MAIDU DRIVE. THE INCREASED TRAFFIC IS A MAJOR CONCERN DUE TO THE FACT THAT MANY YOUNG & CHILDREN MUST CROSS MAIDU TO GO TO SKYRIDGE SCHOOL, NOT ONLY FOR CLASS M-F, BUT ALSO TO USE THE PLAYGROUND & FIELDS ON THE WEEKEND. THEIR SAFETY MUST BE A PRIORITY. PLEASE CONSIDER PACIFIC AVE. FOR ACCESS OR PUTTING IN ACCESS

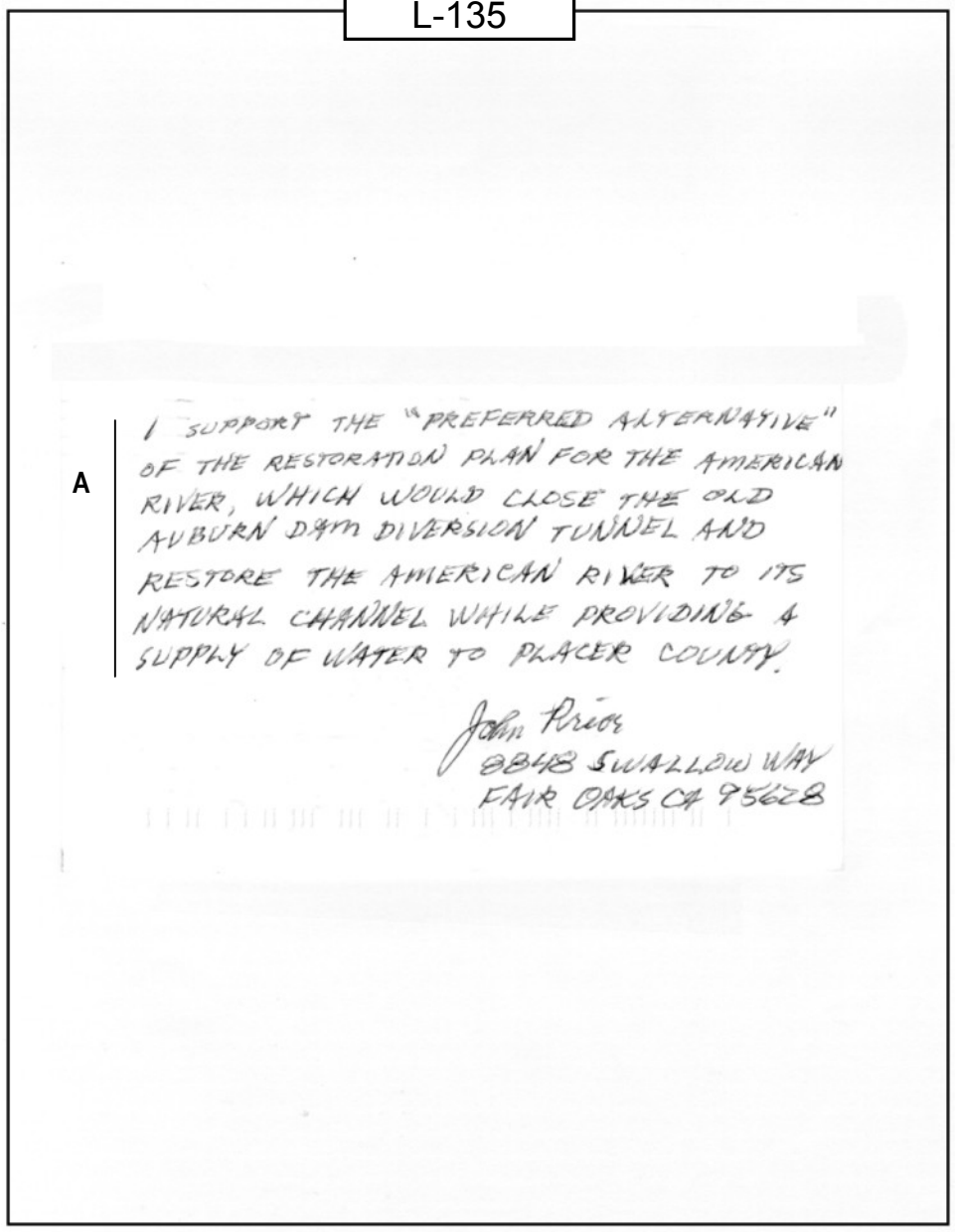
B ON THE EASTERN SIDE OF THE RIVER, BY COOL. I BELIEVE ACCESS ON THE EASTERN SIDE MEETS YOUR NEED FOR A PLACE WHERE RECREATIONAL USERS MAY ENTER/EXIT THE RIVER WHILE IMPACTING THE LEAST NUMBER OF HOMEOWNERS / FAMILIES.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.10, Project Access.

L-135

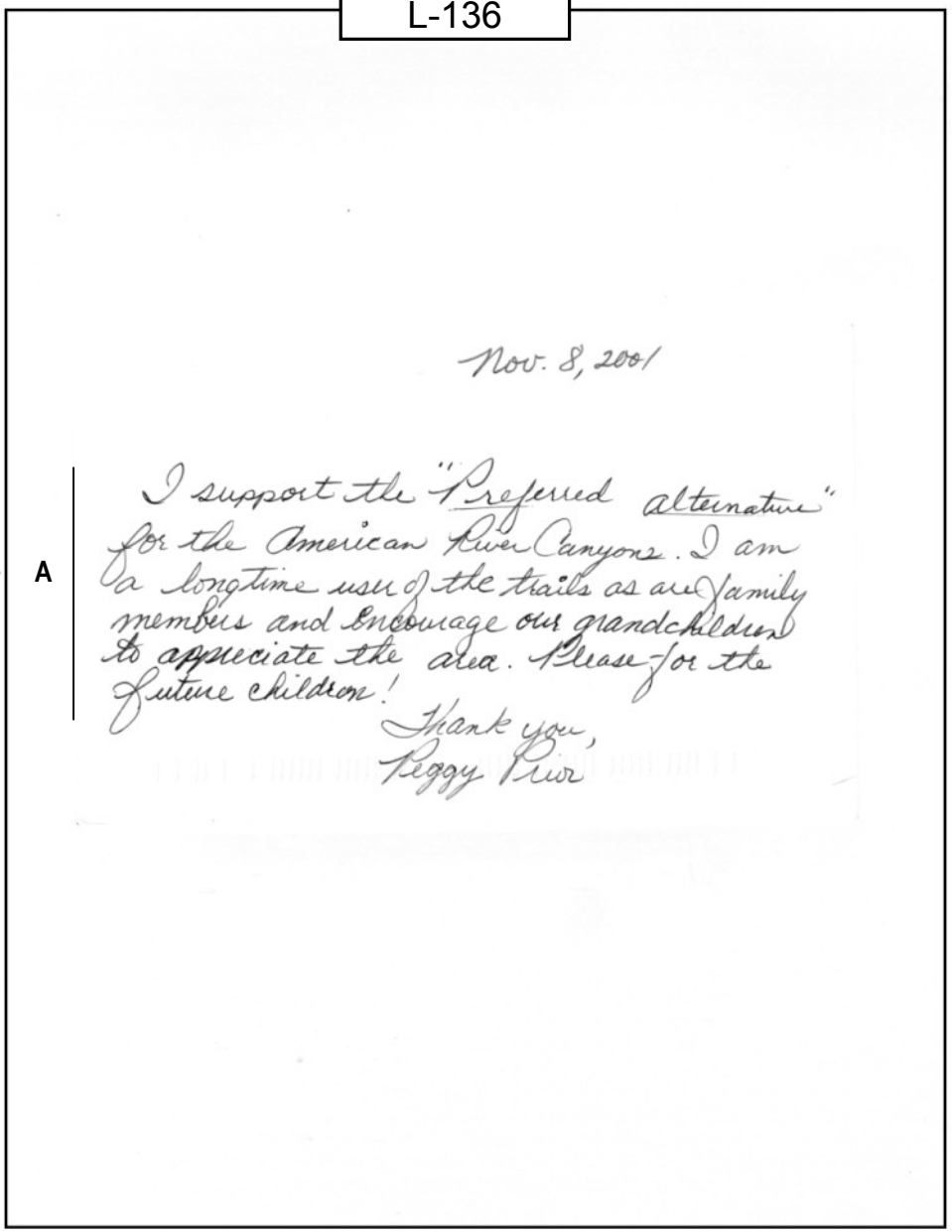


A I SUPPORT THE "PREFERRED ALTERNATIVE" OF THE RESTORATION PLAN FOR THE AMERICAN RIVER, WHICH WOULD CLOSE THE OLD AUBURN DAM DIVERSION TUNNEL AND RESTORE THE AMERICAN RIVER TO ITS NATURAL CHANNEL WHILE PROVIDING A SUPPLY OF WATER TO PLACER COUNTY.

John Prior
8848 SWALLOW WAY
FAIR OAKS CA 95628

A. Project support noted.

L-136



Nov. 8, 2001

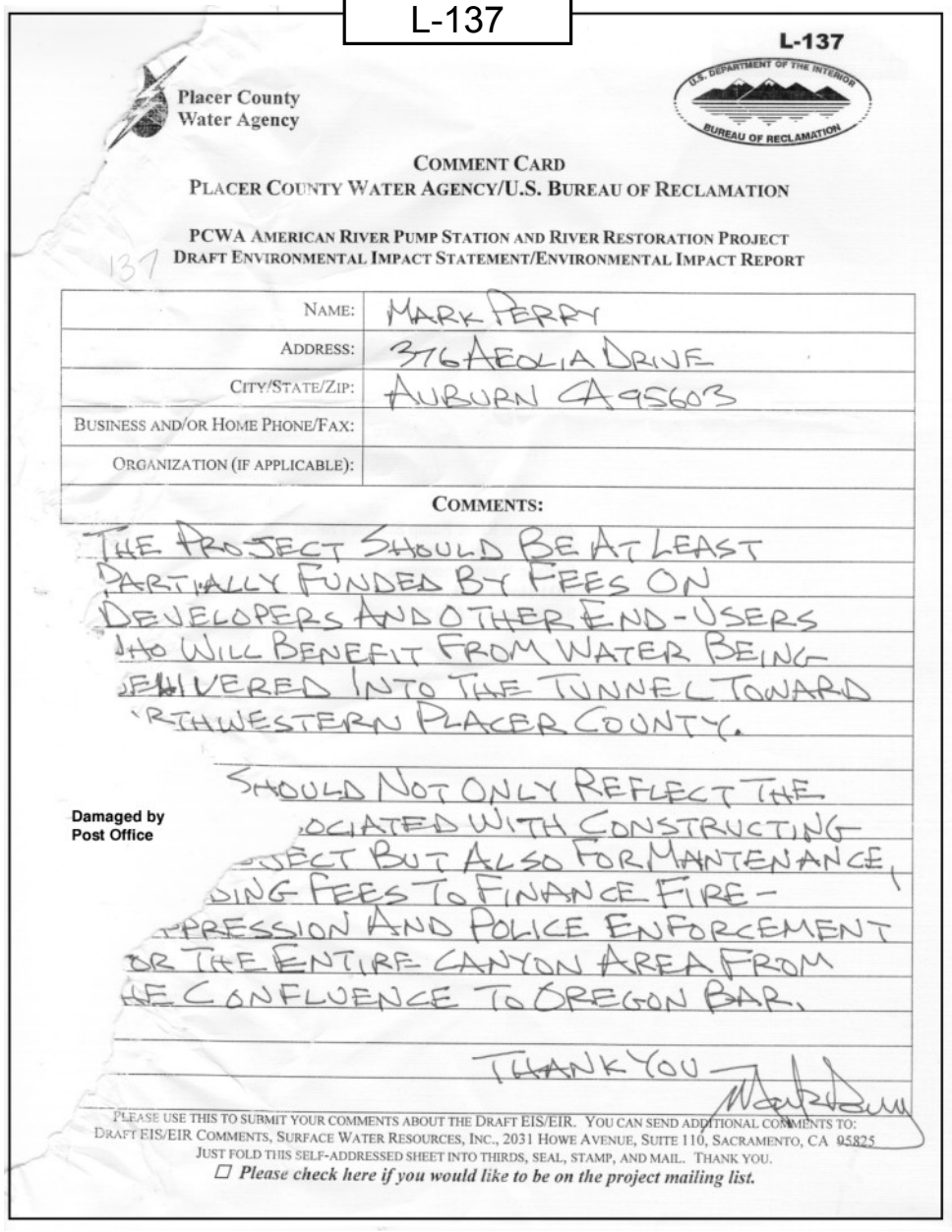
I support the "Preferred alternative" for the American River Canyons. I am a longtime user of the trails as are family members and encourage our grandchildren to appreciate the area. Please for the future children!

Thank you,
Peggy Rios

A

A. Project support noted.

L-137



L-137

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

137

NAME:	MARK PERRY
ADDRESS:	376 AEOLIA DRIVE
CITY/STATE/ZIP:	AUBURN CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

THE PROJECT SHOULD BE AT LEAST
PARTIALLY FUNDED BY FEES ON
DEVELOPERS AND OTHER END-USERS
WHO WILL BENEFIT FROM WATER BEING
DELIVERED INTO THE TUNNEL TOWARD
NORTHWESTERN PLACER COUNTY.

SHOULD NOT ONLY REFLECT THE
OCIATED WITH CONSTRUCTING
JECT BUT ALSO FOR MAINTENANCE,
DING FEES TO FINANCE FIRE-
PRESSION AND POLICE ENFORCEMENT
OR THE ENTIRE CANYON AREA FROM
HE CONFLUENCE TO OREGON BAR.

THANK YOU

Damaged by Post Office

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.2, American River Pump Station Project Funding.

L-138

Nov 13 01 03:59p Ron 9167863503 p.1

OPHIR AREA PROPERTY OWNERS ASSOC., INC.
PO BOX 752
NEWCASTLE, CA, 95658

November 13, 2001

Via e-mail and fax

Re: Preliminary Comments to August 2001 DEIR/DEIS PCWA American River Pump Station, and Request to Extend the Comment Period

American River Pump Station Project
Draft EIR/EIS Comments
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

Post-it® Fax Note 7671 | Date 11-13-01 | # of pages ▶ 36
To Carol Brown | From R. Otte
Co./Dept. SWRI | Co. Ophir Prop. Owns. Assn.
Phone # 916 563-6369 | Phone # 916) 786-3442
Fax # 916) 286-0957 | Fax # 916) 786-4503

Dear Ms. Brown:

Please accept these electronically transmitted preliminary comments on behalf of the Ophir Area Property Owners Association regarding the proposed American River Pump Station Project. Included are supporting references and comments made by Mr. Lowell Jarvis.

A *We believe that the DEIR/DEIS (DEIR) and public notification and opportunity for participation fall far short of the standard required for a project of this scope—and potential impact. As in our previous letter, we request at least a 30 day extension of the deadline for comments.*

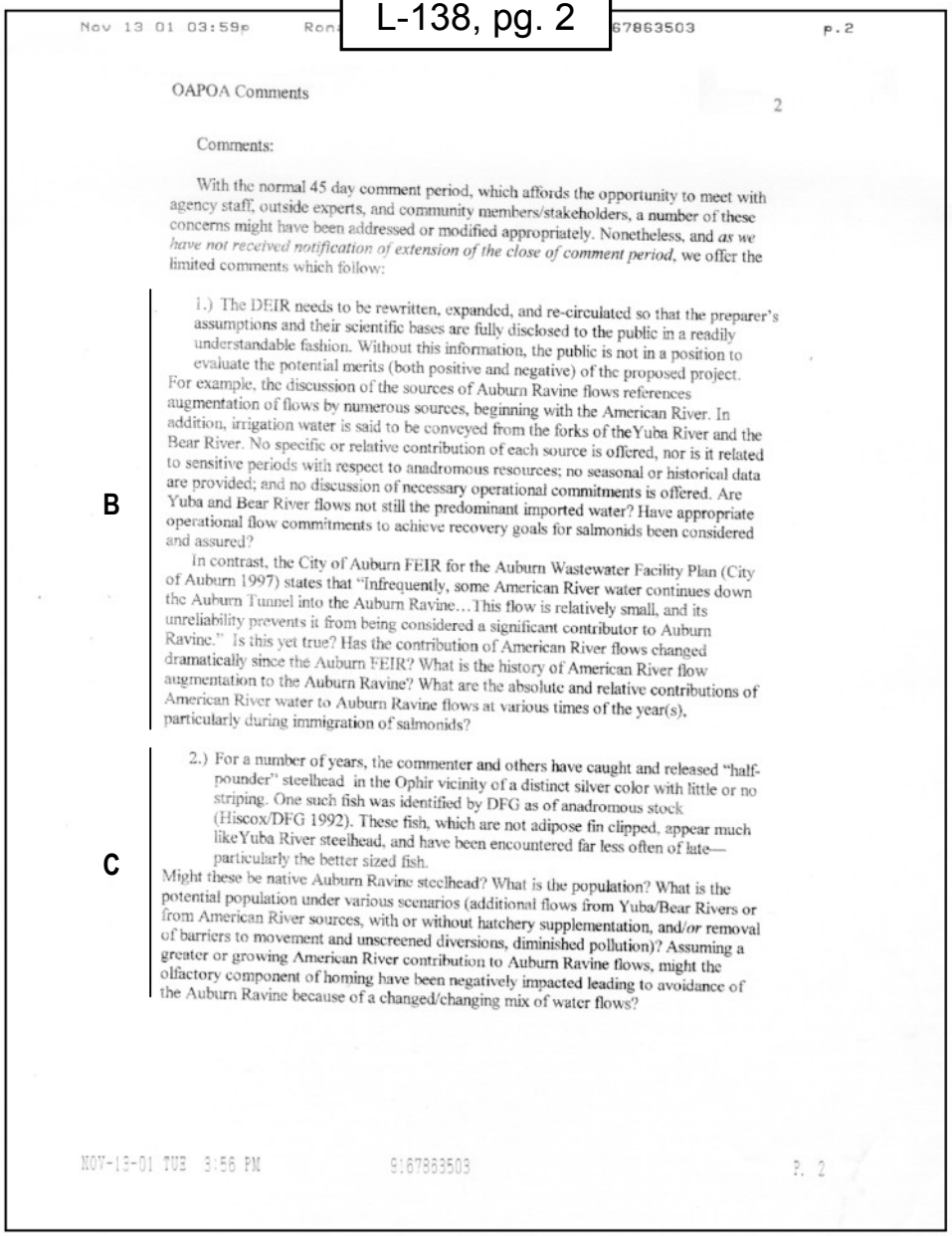
We believe that the document should be fully rewritten following the extended comment period, and then re-circulated for public and agency consideration. The lack of fundamental disclosure and discussion, tortured language, failure to notify stakeholders and allow appropriate public participation in the process, regrettably, make this conclusion unavoidable. We also believe that without far better disclosure, discussion, and opportunity for public participation, the public, agency staff, and decision makers cannot reasonably make an informed decision to support, suggest modification to, or oppose the project. We do not oppose additional and appropriate flows of water in the Auburn Ravine, provided appropriate scientific review, study, and public participation show this to be proper.

A number of conversations between the commenter, affected community members and the project proponent have occurred over the last two or more years; the commenter, project proponent and others discussed the project via e-mail as recently as August of this year. The commenter and other stakeholders live along the Auburn Ravine and should have been included on the notice list as should have the Ophir Area Property Owners Association. As we learned of, requested, and received the DEIR not in a timely manner, i.e. just prior to the close of comment, were not included in the distribution list, and were not notified of the October hearing, it is impossible to do a thorough and valid analysis of the DEIR within the current time frame.

NOV-13-01 TUE 3:55 PM 9167863503 P. 1

A. Please refer to Response L-95.A.

L-138, pg. 2



Nov 13 01 03:59p Ron 67863503 p.2

OAPOA Comments 2

Comments:

With the normal 45 day comment period, which affords the opportunity to meet with agency staff, outside experts, and community members/stakeholders, a number of these concerns might have been addressed or modified appropriately. Nonetheless, and *as we have not received notification of extension of the close of comment period*, we offer the limited comments which follow:

B

1.) The DEIR needs to be rewritten, expanded, and re-circulated so that the preparer's assumptions and their scientific bases are fully disclosed to the public in a readily understandable fashion. Without this information, the public is not in a position to evaluate the potential merits (both positive and negative) of the proposed project. For example, the discussion of the sources of Auburn Ravine flows references augmentation of flows by numerous sources, beginning with the American River. In addition, irrigation water is said to be conveyed from the forks of the Yuba River and the Bear River. No specific or relative contribution of each source is offered, nor is it related to sensitive periods with respect to anadromous resources; no seasonal or historical data are provided; and no discussion of necessary operational commitments is offered. Are Yuba and Bear River flows not still the predominant imported water? Have appropriate operational flow commitments to achieve recovery goals for salmonids been considered and assured?

In contrast, the City of Auburn FEIR for the Auburn Wastewater Facility Plan (City of Auburn 1997) states that "Infrequently, some American River water continues down the Auburn Tunnel into the Auburn Ravine…This flow is relatively small, and its unreliability prevents it from being considered a significant contributor to Auburn Ravine." Is this yet true? Has the contribution of American River flows changed dramatically since the Auburn FEIR? What is the history of American River flow augmentation to the Auburn Ravine? What are the absolute and relative contributions of American River water to Auburn Ravine flows at various times of the year(s), particularly during immigration of salmonids?

C

2.) For a number of years, the commenter and others have caught and released "half-pounder" steelhead in the Ophir vicinity of a distinct silver color with little or no striping. One such fish was identified by DFG as of anadromous stock (Hiscox/DFG 1992). These fish, which are not adipose fin clipped, appear much like Yuba River steelhead, and have been encountered far less often of late—particularly the better sized fish.

Might these be native Auburn Ravine steelhead? What is the population? What is the potential population under various scenarios (additional flows from Yuba/Bear Rivers or from American River sources, with or without hatchery supplementation, and/*or* removal of barriers to movement and unscreened diversions, diminished pollution)? Assuming a greater or growing American River contribution to Auburn Ravine flows, might the olfactory component of homing have been negatively impacted leading to avoidance of the Auburn Ravine because of a changed/changing mix of water flows?

NOV-13-01 TUE 3:56 PM 9167863503 P. 2

B. Please refer to Master Response 3.1.13, Auburn Ravine.

C. Please refer to Master Response 3.1.13, Auburn Ravine.

OAPOA Comments

C (cont)

3.) What is the best strategy for recovery of anadromous stocks in the Auburn Ravine? Will *any* water do, particularly at sensitive times of the year? Will *any* fish do? i.e. native or hatchery or a mix?

Or may we find that we have created a scenario which extirpates native steelhead stocks from the drainage, establishes a hatchery-based population which is less suited and less adapted to the drainage, and which attracts American River stocks (which have been of no little concern) from that river and up to the Auburn Ravine, Coon Creek, etc?

The debate within the professional community continues regarding the proper role of hatchery supplementation in the recovery of salmonid populations. If complete consensus has not been achieved, it is apparent that the *protection of native stocks is clearly recognized as of growing importance or as the first priority*, and that *recovery actions are fraught with uncertainty and must include a diversity of strategies* to "spread the risk" compared with relying on only one or two methods. Monitoring and evaluation are said to be very important in assessing success of recovery or supplementation strategies. Even the lay press is reflecting the increasing concern among the experts as to the proper role for hatcheries to play. (IEP 1999; Robin Waples, et al. in Bakke; Edie Lau 2001)

What is the plan for Auburn Ravine anadromous recovery? What data are available to support such a plan? Who will fund it, and monitor it? Might we preclude the biologically superior strategy by locking in a program and water delivery means which, in hindsight, prove deleterious compared to other approaches? Although we wish it were different, we do not believe that we the public, the agencies, or the decision makers can yet adequately address this question.

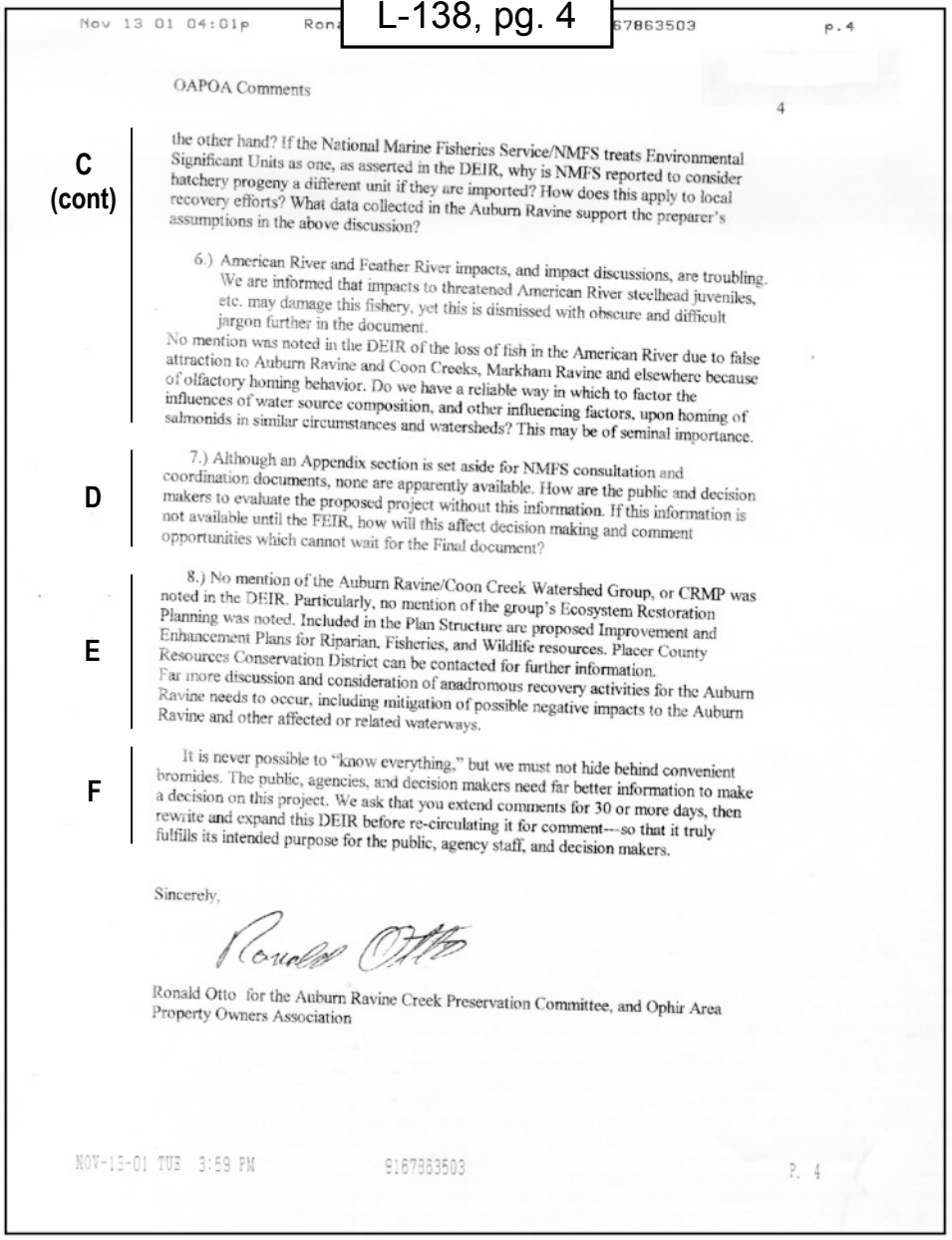
4.) The presence of native steelhead in the Auburn Ravine needs further discussion. As mentioned above, and found in other agency and lay documents, steelhead and salmon have been observed in the Auburn Ravine for many decades. Recent DFG monitoring of Auburn Ravine, Coon Creek and Dry Creek has found juvenile (fry and smolts) and adult steelhead in these streams. (DFG 1999; Drake 1989; Goodall 1991; Hiscox/DFG 1992; IEP 1999; Sarkisian 1990)

If barriers to passage and unscreened diversions were remedied, what would be the potential anadromous population? As American River steelhead have been shown to be genetically similar to Eel River stock, how does this impact Auburn Ravine fish—which often appear more like Yuba River steelhead? If they are genetically dissimilar, what are the consequences of supplementation with American or with Feather River stocks? What are the consequences (to both drainages) of attraction of American River stocks to Auburn Ravine?

5.) Effects on native salmonids in Auburn Ravine due to changed water source composition: Discussion of the relative importance of olfactory versus genetic homing behavior of salmonids, etc. is confusing to this commenter, limited, and in need of major expansion.

Do the scientific community and best available literature support the preparer's assumptions? Does the American Fishery Society have a position, review or consensus statement on this subject? In this discussion, *are we focused on doing the best, biologically, for the Auburn Ravine*? Or are we focused on narrow and inappropriate definitions and distinctions on the one hand, and on an overly broad use of ESUs, etc. on

L-138, pg. 4



Nov 13 01 04:01p Ron 9167863503 p.4

OAPOA Comments

4

C (cont)

the other hand? If the National Marine Fisheries Service/NMFS treats Environmental Significant Units as one, as asserted in the DEIR, why is NMFS reported to consider hatchery progeny a different unit if they are imported? How does this apply to local recovery efforts? What data collected in the Auburn Ravine support the preparer's assumptions in the above discussion?

6.) American River and Feather River impacts, and impact discussions, are troubling. We are informed that impacts to threatened American River steelhead juveniles, etc. may damage this fishery, yet this is dismissed with obscure and difficult jargon further in the document.

No mention was noted in the DEIR of the loss of fish in the American River due to false attraction to Auburn Ravine and Coon Creeks, Markham Ravine and elsewhere because of olfactory homing behavior. Do we have a reliable way in which to factor the influences of water source composition, and other influencing factors, upon homing of salmonids in similar circumstances and watersheds? This may be of seminal importance.

D

7.) Although an Appendix section is set aside for NMFS consultation and coordination documents, none are apparently available. How are the public and decision makers to evaluate the proposed project without this information. If this information is not available until the FEIR, how will this affect decision making and comment opportunities which cannot wait for the Final document?

E

8.) No mention of the Auburn Ravine/Coon Creek Watershed Group, or CRMP was noted in the DEIR. Particularly, no mention of the group's Ecosystem Restoration Planning was noted. Included in the Plan Structure are proposed Improvement and Enhancement Plans for Riparian, Fisheries, and Wildlife resources. Placer County Resources Conservation District can be contacted for further information. Far more discussion and consideration of anadromous recovery activities for the Auburn Ravine needs to occur, including mitigation of possible negative impacts to the Auburn Ravine and other affected or related waterways.

F

It is never possible to "know everything," but we must not hide behind convenient bromides. The public, agencies, and decision makers need far better information to make a decision on this project. We ask that you extend comments for 30 or more days, then rewrite and expand this DEIR before re-circulating it for comment---so that it truly fulfills its intended purpose for the public, agency staff, and decision makers.

Sincerely,

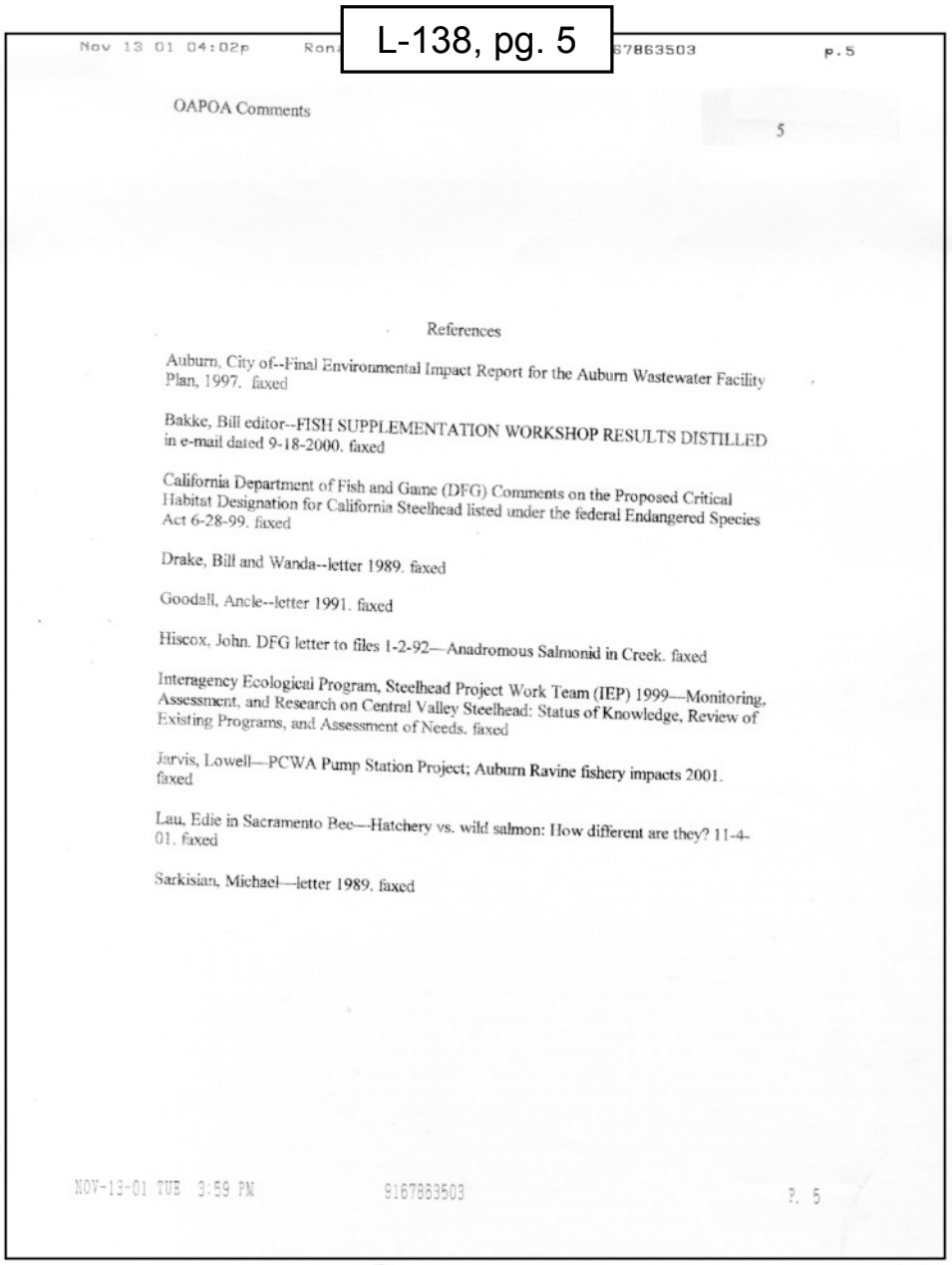
Ronald Otto for the Auburn Ravine Creek Preservation Committee, and Ophir Area Property Owners Association

NOV-13-01 TUE 3:59 PM 9167863503 P. 4

D. Informal consultation between the U.S. Bureau of Reclamation (Reclamation) and the National Marine Fisheries Service (NMFS) pursuant to the federal Endangered Species Act (ESA) have been ongoing since 1997, as described in the Draft EIS/EIR (Chapter 4, Section 4.1.1). No public documentation is produced during the informal consultation. Formal consultation between the agencies was requested by Reclamation at the time the Draft EIS/EIR was published and publicly distributed. The Draft EIS/EIR was prepared to satisfy the federal ESA section 7 consultation requirements and serves as a Biological Assessment. The Biological Opinion for the Proposed Project is prepared following NMFS review of the Draft EIS/EIR. Reclamation will not issue the Record of Decision for the Proposed Project until the Biological Opinion is completed. It is not a requirement of either the National Environmental Policy Act (NEPA) or the federal ESA that the consultation documentation be included in the environmental documentation.

Section 15089 of CEQA states that, "lead agencies may provide an opportunity for review of final EIR by the public or by commenting agencies before approving the project. The review of the final EIR should focus on the responses to comments on the draft EIR." In accordance with NEPA requirements, federal agencies must allow a 30-day review period on the contents of the final EIS to receive public comments on how the final EIS deals with the problems raised with the draft EIS. The CEQA process requires public review only at the draft EIR stage. The final EIR can be submitted directly to the decision-making body of an agency for consideration.

E. In response to concern from interested parties, PCWA and Reclamation have developed operational changes in order to avoid potential impacts to the Auburn Ravine aquatic resources (see Master Response 3.1.13, Auburn Ravine). Therefore, the potential impacts to the riparian, fisheries, and wildlife resources of the Auburn Ravine drainage would be avoided, and the Proposed Project would not affect the CRMP plans. PCWA looks forward to working with the Watershed Group to protect and enhance the resources within the Auburn Ravine drainage.



L-138, pg. 5

Nov 13 01 04:02p Ron 9167863503 p.5

OAPOA Comments

5

References

Auburn, City of--Final Environmental Impact Report for the Auburn Wastewater Facility Plan, 1997. faxed

Bakke, Bill editor--FISH SUPPLEMENTATION WORKSHOP RESULTS DISTILLED in e-mail dated 9-18-2000. faxed

California Department of Fish and Game (DFG) Comments on the Proposed Critical Habitat Designation for California Steelhead listed under the federal Endangered Species Act 6-28-99. faxed

Drake, Bill and Wanda--letter 1989. faxed

Goodall, Ancle--letter 1991. faxed

Hiscox, John. DFG letter to files 1-2-92—Anadromous Salmonid in Creek. faxed

Interagency Ecological Program, Steelhead Project Work Team (IEP) 1999—Monitoring, Assessment, and Research on Central Valley Steelhead: Status of Knowledge, Review of Existing Programs, and Assessment of Needs. faxed

Jarvis, Lowell—PCWA Pump Station Project; Auburn Ravine fishery impacts 2001. faxed

Lau, Edie in Sacramento Bee—Hatchery vs. wild salmon: How different are they? 11-4-01. faxed

Sarkisian, Michael—letter 1989. faxed

NOV-13-01 TUE 3:59 PM 9167863503 P. 5

F. The public review period for the American River Pump Station Project Draft EIS/EIR was extended to December 13, 2001.

Note: The references attached to this comment letter may be viewed at lead agency offices.

L-139

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Joe Konst
ADDRESS:	P.O. Box 7274
CITY/STATE/ZIP:	Auburn CA, 95604
BUSINESS AND/OR HOME PHONE/FAX:	
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A

I feel the loss of the Auburn-to-Cool trail is a significant loss. This trail is used by hikers, runners, horse back riders and mountain bikers. This is the only legal trail for mountain bikers to travel between Auburn and Cool. A bridge must be built in order to keep this trail. I understand that there are limited funds available for this project. Maybe there could be a less expensive water flow design that does not allow boats to flow through. Maybe they could carry their boats around. This project is sacrificing the trail use for one group of people and is adding benifit to river users. This is not fair. Let the → (on back)

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JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

☒ ***Please check here if you would like to be on the project mailing list.***

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-139, pg. 2

river users "wait until there are additional funds". Government funds should add to existing recreational opportunities not take from one group in order to give to another group.

L-140

November 7, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Ave. suite 110
Sacramento, Ca 95825

Dear Sirs,

A

I am concerned about the loss of the Auburn to Cool trail as a result of the closing of the tunnel at the Auburn dam construction site.

The Auburn to Cool trail provided the only safe route for mountain bicyclists to get between the 2 towns. the only other route requires riding on at least 2 miles of hwy. 49 that has no shoulders and high traffic speeds.

I realize the cost of a bridge would be large. I believe that a better lower cost alternative would be a new trail that goes from the dam overlook to either hwy. 49 at the river or Mt. Quarries bridge and then up to Cool.

I hope that mitigation for closing the existing trail would include all or partial funding for such a trail.

B

The completion of the pump station project will result in more people using the park. Additional long term funds are needed to manage the park as the number of visitors increase. Some funding source should be identified to do this.

Sincerely,

Alan Naye

Alan Naye

Alan Naye
300 Oak Street
Auburn, Ca 95603
530-889-8524

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

B. Please refer to Master Response 3.1.2, American River Pump Station Project Funding.

L-141

Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

November 9, 2001

Dear Sirs:

As a long time resident of Falcon's Point and an avid trail user, I find two major problems in regard to the recreational access part of the PCWA-River Restoration Project. The first part concerns a safety issue and the second is an omission in the recreational emphasis that is tied to the project.

A I can see where vehicular access to the canyon from Maidu or Pacific Avenue would be desired by a diverse group of people. Since I have an in depth knowledge of the canyon in that area, I feel that it is irresponsible to put public vehicle access down to Oregon Bar due to the very difficult fire management in that area. Topographically, this is a very remote region, with no equipment access points from above or downstream. It has steep and heavily vegetated canyon walls that lead directly up to dense residential areas off of Eagles Nest Way and Crockett Rd. The chance of fire in that area will greatly increase with the introduction of traffic and people who would normally not be willing to hike the several hundred vertical feet to reach this region. The vulnerability of this area to fire was exhibited in the summer of 2000 where significant structural damage was only averted by favorable wind conditions. The next time, luck may not prevail. Public river access could still be upstream as planned in a more defensible area.

B The EIS puts a heavy emphasis on direct river access for raft takeout and for other people to reach the water quickly. The area has been heavily used for years by hikers, runners, equestrians, fishermen, and cyclists. The river restoration will inundate and cut off the only trail from South Auburn to Cool. There have been rumors of a bridge in the area but I have seen no definitive plans. Having seen two high water flows in the last six years, which scoured the canyon and washed out the temporary roadbeds, I wonder if a bridge is a realistic option in the current fiscal environment. Of the above mentioned recreational users, only cyclists will be denied tail use to Cool since the Western States Trail up to Cool is closed to bikes. A cyclist from South Auburn would be forced to travel up and down Hwy 49 through the confluence. This is a steep and winding road without a bike shoulder. Cars and trucks traveling at a high speed create a hazardous place for a bicycle to be.

A. Please refer to Master Response 3.1.9, Fire Management.

B. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-141, pg. 2

B (cont)

Mountain biking is one of the most rapidly growing sports in the country and has many advocates in the South Auburn Area. I feel that any mitigation plan should include funding for a bike legal trail through the Auburn SRA from South Auburn to Cool and the popular Olmstead Trail. There are excellent possible routes such as the abandoned rail road grade on the North side of the river. Please do not ignore the large number of mountain cyclists in the area who stand to be the big recreation losers under the current plan.

Please add me to your mailing list and keep me posted on future developments.

Sincerely,

Kirk M. Hanson DDS
4085 Eagles Nest Way
Auburn, CA 95603

L-142

DON HOOVER
P.O. BOX 1320
MEADOW VISTA, CA. 95722
(530) 878 - 1457

PLACER COUNTY WATER ASSOCIATION
AUBURN, CA. And U.S. BUREAU OF RECLAMATION

OPEN PUBLIC COMMENT LETTER FROM MEETING OF OCTOBER 11, 2001. RESPONSE TO DETAILS OF DRAFT E.I.S. / E.I.R. FOR AMERICAN RIVER PUMP STATION AND RIVER RESTORATION.

I am writing in response to the meeting in the evening of October 11, 2001 in which your agency invited public comment about the proposed river restoration and pump plant project on the American River.

It would seem that there is more work ahead of you for the completion of this concept plan and before your agency can even begin the final draft of the E.I.R. / E.I.S. statement packages. I will therefore outline the items that I see as being deficient or inadequately addressed in the report and your meeting.

A 1. The Pump Station:
The concept, location, and intake point are fine. The Final appearance of the Pump House is not acceptable. The entire surrounding area is a natural landscape. Why not use the "Disnyfication" construction technology available today and clad the exterior in a duplicated rock outcropping. Make the pump station blend with natural surroundings.

B 2. MY BEST GUESS: The tunnel and the keyway of the dam site are being left in place because the intention and requirement of the federal government and state water resources to use them in the future. They will be used in the next 20 years. The next excuse, gee golly our projections just weren't good enough and we will have to build the dam after all. The 30 year plan that is said to be addressed is only the best guess-timate based on data from the past and some urban planing projections. Get rid of the keyway and collapse the tunnel once and for all. NO water, No building.

C 3. THE BRIDGE: C.E.Q.A. requires that this item be addressed. How did anyone think that leaving out the bridge crossing was an acceptable option. For the past 30 years there has been a *defacto* bridge. This bridge and the lack of the proposed replacement is a legal entanglement that can halt or hold the project for a long period of time. The coordinatioin of the various trails and equestrian associations in the area are steadfast and resolute in our demand for a bridge replacement for this river crossing.

Build a bridge that is capable of accommodating (a.) horses (b.) bikers (c.) pedestrians (d.) enclosed for the prevent the bridge from being a jumping/ diving platform.

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.4, Auburn Dam Construction Bypass Tunnel.

C. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-142, pg. 2

The design of the bridge needs to have the input from the equestrian community because the width and especially the height of an enclosure must be considered in the final design.

Some comments from people at the meeting were typically shallow thinking. The crossing of the stream was, in their mind, only something done at low stream flow. River flows change! The loss of life when crossing the river at this point is guaranteed to happen. There will be children, women of small physical stature, and yes horses that are not capable of crossing moving water. Just as with people, not all horses are capable of navigating water and they will drown along with their rider.

D

4. PARKING AT TRAILHEADS:
The requirement for separate parking for people with truck and trailer for their horses is a necessity. The mixing of rafters, kayaks with loading and unloading of horses will not work and there needs to be a separate parking area.

E

5. A.D.A.C.:
As required for the satisfaction of both the state and federal governments. There seems to be no access for the handicapped white water people and those on horse back.
Yes, there are handy-capped people who are regulars in these activities and they will require some parking and restroom facilities for their specific needs.

F

6. SECURITY AND SANITATION: Will chemical toilets be the long term solution for the health and safety of the river? What is the long-term sanitation plan?

Nighttime security, as stated at the meeting, is a problem. The residence in the area deserve a plan that calls for seasonal closure at specific times so that these parking areas does not become "party central" in Auburn. The other associated drinking and drug problems are obvious and to help mitigate those problems I think that there should be day use fees charged in this area.

I sincerely hope that this letter, as well as other letters , gives you additional guidance. Our community of thought, our concepts and our requirements for this restoration project are necessary to move this project forward to completion. Please implement and include all of these additions in the final draft statement. The additional review and acceptance by this community is what is needed so that we can press forward for a complete project and not a partial one.

SINCERELY,

Don Hoover

DON HOOVER.

D. Please refer to Master Response 3.1.6, Public River Access Features.

E. The Proposed Project public river access facility design includes handicapped designated parking spaces in compliance with the American Disabilities Act. Please refer to Master Response 3.1.6, Public River Access Features.

F. Please refer to Master Response 3.1.6, Public River Access Features.

L-143

Nov-13-01 12:34P fred w 530 889 8910 P.01

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	FRED + BONNIE GEYER
ADDRESS:	4095 Eagles Nest
CITY/STATE/ZIP:	Auburn Calif 95603
BUSINESS AND/OR HOME PHONE/FAX:	Home 530 8898910 Fax is this same please call first
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

We agree with the info in the Neighbor Impact Information Packet in Regards To The American River Restoration Project & Planned Recreation Parking Facility -

A The Traffic on Riverside to Sky Ridge school in the AM hours and at 230-3pm is enough on it self to contend with. Let alone the traffic that will be added to Indian Hill as soon as the two housing projects ① Auburn Folsom ② Indian Hill.

B We just had a fire that burned 125 Acres This year. Wish we the cost to extinguish that and look at the Homes that were put in danger We were ask to leave are homes and everything we have worked for. I am 53 years old we left the Bay Area to get away from the crowds and Noise. The American River is best Viewed from Afar. Must We destroy Everything before we appreciate it.

Thank you Ron + Laura Plunick

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
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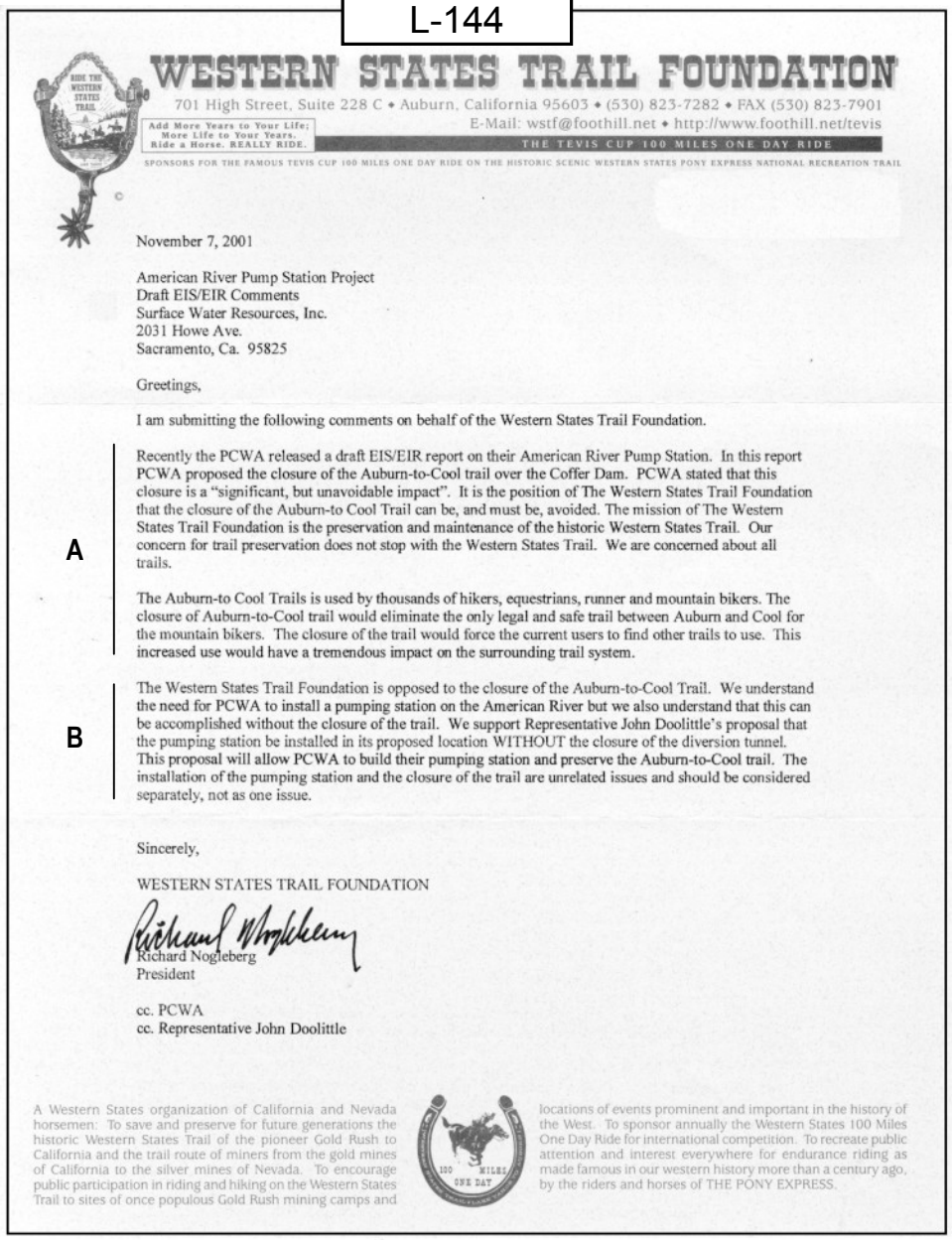
☒ *Please check here if you would like to be on the project mailing list.*

NOV-13-01 TUE 12:41 PM 530 889 8910 P. 1

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.9, Fire Management.

L-144



WESTERN STATES TRAIL FOUNDATION

701 High Street, Suite 228 C • Auburn, California 95603 • (530) 823-7282 • FAX (530) 823-7901
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November 7, 2001

American River Pump Station Project
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Surface Water Resources, Inc.
2031 Howe Ave.
Sacramento, Ca. 95825

Greetings,

I am submitting the following comments on behalf of the Western States Trail Foundation.

A

Recently the PCWA released a draft EIS/EIR report on their American River Pump Station. In this report PCWA proposed the closure of the Auburn-to-Cool trail over the Coffer Dam. PCWA stated that this closure is a "significant, but unavoidable impact". It is the position of The Western States Trail Foundation that the closure of the Auburn-to Cool Trail can be, and must be, avoided. The mission of The Western States Trail Foundation is the preservation and maintenance of the historic Western States Trail. Our concern for trail preservation does not stop with the Western States Trail. We are concerned about all trails.

The Auburn-to Cool Trails is used by thousands of hikers, equestrians, runner and mountain bikers. The closure of Auburn-to-Cool trail would eliminate the only legal and safe trail between Auburn and Cool for the mountain bikers. The closure of the trail would force the current users to find other trails to use. This increased use would have a tremendous impact on the surrounding trail system.

B

The Western States Trail Foundation is opposed to the closure of the Auburn-to-Cool Trail. We understand the need for PCWA to install a pumping station on the American River but we also understand that this can be accomplished without the closure of the trail. We support Representative John Doolittle's proposal that the pumping station be installed in its proposed location WITHOUT the closure of the diversion tunnel. This proposal will allow PCWA to build their pumping station and preserve the Auburn-to-Cool trail. The installation of the pumping station and the closure of the trail are unrelated issues and should be considered separately, not as one issue.

Sincerely,

WESTERN STATES TRAIL FOUNDATION

Richard Nogleberg
President

cc. PCWA
cc. Representative John Doolittle

A Western States organization of California and Nevada horsemen: To save and preserve for future generations the historic Western States Trail of the pioneer Gold Rush to California and the trail route of miners from the gold mines of California to the silver mines of Nevada. To encourage public participation in riding and hiking on the Western States Trail to sites of once populous Gold Rush mining camps and locations of events prominent and important in the history of the West. To sponsor annually the Western States 100 Miles One Day Ride for international competition. To recreate public attention and interest everywhere for endurance riding as made famous in our western history more than a century ago, by the riders and horses of THE PONY EXPRESS.

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

B. Support of Representative John Doolittle's proposal to build the pumping station without the closure of the diversion tunnel has been noted.

L-145

11825 Skyline Blvd
Los Gatos, CA 95033
Nov 7, 2001

American River Pump Station Project
Draft EIS/EIR Comments, Surface Water Resources
2031 Howe Avenue Suite 110
Sacramento, CA 95825

A I support the Mid-Channel Diversion Alternative in the BLM draft proposal for restoring the American River channel at Auburn. I started boating the various forks of the American River in 1965. So few white water boating river runs are left in the Sierra due to all the dams and diversions. The resulting river touring on the North Fork American will be a valuable addition to local river recreational activities.

Sincerely

Richard Schwind

Richard Schwind

A. Project support noted.

L-146

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Dixie Dougherty
ADDRESS:	3055 Eagles Nest
CITY/STATE/ZIP:	Auburn, Ca. 95603
BUSINESS AND/OR HOME PHONE/FAX:	Bus. 916-624-3311 x244; Home 530-823-2658
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A — (1) There is an extreme fire danger in the American River Canyon and extending Maidu Road to the River for recreational purposes would only impact this hazardous situation. The Auburn City Council has voiced concerns regarding the fire danger. (2) The noise from the construction of + later the operation of the Pump Station will have a negative effect on the wildlife in the area not to mention the impact the increased number of people in the canyon will have on the animals. (3) There are very few wild places left in California. If the goal is to return the River to its original course thus

B

C — eliminating the man made diversion tunnel, then why put in more man made roads. This isn't returning the canyon to its original state.

(4) The neighborhoods surrounding Maidu Road are (over)

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

☐ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.9, Fire Management.

B. Please refer to Master Response 3.1.12, Project Area Wildlife.

C. The Proposed Project area is highly disturbed from past activities associated with Auburn Dam project construction. The Proposed Project would provide restoration of the river channel, thus, eventually allowing the return of improved natural river functions, relative to the existing condition. Additionally, the project access roads and public river access features involve only minimal "rustic" improvements in areas already disturbed by past human activity in the canyon.

L-146, pg. 2

D

(4) Cont. family oriented and relatively safe. Additional people entering the area would bring in crime. (5) Many children cross Maidu each day to attend Skyridge School and the added traffic would make a very dangerous situation for them. The City of Auburn has also expressed concerns over the additional traffic.

Thank you for considering the many negative aspects of this project. The citizens of Auburn do NOT want it!

2

D. Dougherty

D. Please refer to Master Response 3.1.6, Public River Access Features.

L-147

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	DAVE KASBERG
ADDRESS:	1530 BURLIN WAY
CITY/STATE/ZIP:	AUBURN, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	916-785-4763
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

see attached

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

☑ ***Please check here if you would like to be on the project mailing list.***

L-147, pg. 2

Comments:

1. **Maidu Drive public and commuter construction access**
I believe that the draft EIR underestimates the impact that both the **construction** access and the **public** access to the parking facilities have on Maidu Drive. Maidu Drive, although originally intended for access to the Auburn Dam construction facilities, has been become a road to access residential subdivisions that have developed there over the last 20 years. I believe that its original intention is outdated from the fact that city planners elected to develop residential areas along the road.

A
- **Safety** is the number one impact. Even today, the road is unsafe for any other use than driving. It is dangerous to both walk and bike along this road due to the fact that the shoulder is narrow and the speed limit is 35, which is typically exceeded. There is only one stop sign, which often is completely ignored by some drivers, and contains no sidewalks. An elementary school one block from Maidu requires children to cross this road at construction commute time in the morning.
- **Noise level** is another impact. The area has been developed, and people have purchased their homes, from the fact that it is a quiet area. The increased noise from the traffic will diminish the quality of life that residents originally chose when they moved here. The area in which Maidu Drive resides is somewhat in a bowl shape. This causes sound to carry very far, not just next to the homes that are located on Maidu.

B
- I believe that the **alternative** access from Pacific Street by the Overlook and Skatepark is a better choice. There is an existing road (that needs to be improved by the keyway) that can be utilized. This access point is better from the fact that there are very few homes in this area, it is easily accessed from Auburn-Folsom Rd, already has a signal light at the intersection with Auburn-Folsom Rd, and there are other recreation facilities there (skatepark, Railhead soccer fields, WST trailhead, etc).

2. **Alternative Multi-use Auburn-to-Cool Trail**

C
I believe that the EIR does not adequately address the impact of closing the multi-purpose Auburn-to-Cool Trail. This trail is indeed popular to equestrians, mountain-bikers, and runners since its opening a few years ago. An alternative multi-use trail must be considered. I do not advocate a bridge due to it's expense, but rather modify the existing trails from the Robie Point fire road to the Mt Quarries Bridge and then trails up to Cool. I believe it is high time to open these trails to all types of uses rather than exclusive use by equestrians. Ultimately, I would like to have seen the old railroad grade converted as a Rails-to-Trails trail.

Thanks!

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.10, Project Access.

C. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-148

Anthony J. DeRiggi
932 46th street
Sacramento CA 95819

November 6, 2001

American River Pump Station Project
Draft EIS/EIR Comments

A

I am writing to support the Preferred Alternative, the Mid Channel Diversion Alternative, because it is the only alternative which will close the diversion tunnel and restore the river through the construction site.
I have been a frequent visitor to the canyon near the damsite for the past 25 years. The tunnel is a serious safety hazard, especially to risk-taking youth, and must be closed as a public safety measure.
The public deserves recreational access to this section of river canyon, access which will be provided by the preferred alternative.

Sincerely,

Anthony J DeRiggi

A. Project support noted.

L-149

Greetings,

Please accept these comments for the Draft EIS/EIR regarding the American River and the "Mid Channel Diversion Alternative."

As the Director of Canoeing and Inland Sea Kayaking at California Canoe and Kayak I am deeply concerned about the fate of our inland waterways. Obviously, from a business perspective, the more rivers that are accessible in their natural state is a plus to the boating industry. However, on a deeper level, I feel that the connection with our natural landscape is fundamental in developing healthy individuals and communities. Diverted or dammed rivers do not qualify as "natural", even though they often do provide respite from motorized life (although this is also becoming increasingly threatened by the rise in motor boat and jet ski use).

The American River, as you know, is one of the jewels of the Sierra west slope. The opportunities provided by river access, and unique environments found along the mainstem and tributaries is exceptional. In addition, the ecological value of the riparian zones along our local rivers is accentuated by the arid climate. In other words, certain plants and animals need these rare riparian refuges. Obviously, dams and diversions totally eliminates or significantly alters these riparian zones. For these reasons, I urge you to choose the "Mid Channel Diversion Alternative" and restore flow to this remote segment of river.

A In addition, I feel that primitive recreation (non-motorized) is a vital resource in the Sierra west slope. This area is a prime candidate for offering almost wilderness (de facto) experiences. Remote, and undeveloped, the powers of wild nature dominate here. These factors are fundamental in developing a healthy relationship with the natural world. Exposure to wild nature is becoming alarmingly scarce; we have an opportunity to ammend a past mistake.

Please select the "mid channel diversion alternative."

Thank you for your time,

Salmon Stroich
Director of Canoeing and Inland Sea Kayaking
California Canoe and Kayak
1 800 366-9804
salmon@calkayak.com

A. Project support noted.

L-150

November 9, 2001

Susan Ryan
11155 Rosemary Dr.
Auburn, CA 95603

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Ave, Suite 110
Sacramento, CA 95825

Gentlemen,

A tremendous disservice has been done to the citizens of South Auburn by not notifying us of the impact the various stages of this project will have on our neighborhoods. The problems and negative impact this project brings are numerous:

A

1. An elementary school, Skyridge Elementary, is located one block away from Maidu Drive. The construction traffic for the two year construction period is extremely hazardous for the children walking and riding bikes to and from school. Another hazard is the increased traffic and negative outside influence that will be brought to an otherwise quiet area when the parking lots and recreation area are opened up to the public. Elderly people, kids on bikes, people walking dogs and joggers currently use Maidu Drive. This is a quiet residential area that is extremely vulnerable to having Maidu Drive being used as access to a public recreational area. The current traffic useage on this road is primarily residents going to and from their homes, and children being dropped off and picked up from the school. It would not be appropriate to use it as public access to a recreational area. or for construction of the pump station facilities.

2. This new recreational area will draw people from all over Sacramento and other surrounding areas, bringing crime, vandalism, trash, and noise directly through what was a quiet neighborhood. We should not have to have this trust on us. We as homeowners and parents of young children will gain no benefit from this project. We will lose our peaceful way of life. Access to the American River Canyon is currently not restricted in any way - one simply hikes, bikes or rides horseback, which is how one should access a natural area, not by dirving down to a paved parking lot.

B

3. Fire danger runs extremely high during the summer and fall, as evidenced by the fire that occurred in the summer of 2000 just outside the Falcon's Point neighborhood. We came very close to losing our homes. Opening up the river area to hundreds of users per day would increase the fire danger tremendously. Once a fire starts moving up the canyon, it becomes unpredictable and difficult to contain, and threatens hundreds of homes.

C

4. The reason for providing this paved access and the two parking areas are supposedly so the public can access the river for rafting. But the rapids that will be part of the restored river are artificial and man-made. Did the river originally even have these rapids in this location? It seems that you are restoring a river to something it never was, and telling us we now have to provide convenient access so the public can use it. Does this make any sense? If the idea were to simply restore a river to it's natural state, then do it according to how nature made it. As soon as you start adding parking lots and paved roads, you destroy it. The people that will be attracted to this location will be teenagers looking for a place to party. There aren't enough park rangers as it is to patrol all the recreational facilities that are already in existence in this area. And how will you keep rafting busses from becoming part of the mix? The one main access road for all this activity is

D

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.9, Fire Management.

C. Please refer to Master Response 3.1.6, Public River Access Features.

D. Please refer to Master Response 3.1.10, Project Access.

L-150, pg. 2

D (cont)

Maidu Drive, with its one stop sign that is typically ignored already. The increase of traffic to this area is absolutely unacceptable, inexcusable and downright dangerous. There is currently a signal light at Pacific Street and Auburn Folsom Rd., and a paved parking lot and access to the river and the dam building roads at the skateboard park at the old dam overlook. Why is this not a better location for the river access as well as the construction route for the project? How can you impact a quiet residential area when there is another option like this? I also have a concern that my street, Rosemary Drive, which runs parallel to Maidu, would be used as a short-cut when traffic is backed up on Maidu on those busy days when the parking lots are full.

E

5. If this project has been in the works since 1994, why hasn't there been more information given out the people that will be impacted the most by it? In all of the articles I have read recently in the Auburn Journal as well as the Sacramento Bee there has been no mention of the parking lots and construction and recreational access being designed through the Maidu Drive area. There also has not been sufficient public notice of any public hearings for residents to hear the details of the project and voice their concern. It seems that this is being slipped right by us.

I attended the informational meeting that was held on November 7th at Skyridge School for the residents of the impacted neighborhoods. There were many concerned and angry residents there, and I sincerely hope you are taking our concerns into consideration before moving forward with this project. At the meeting we were told that if we had comments and opinions about the project, we should write letters and contact our elected representatives, both of which I am doing.

Sincerely,

Susan Ryan

E. Please refer to Response L-95.A.

L-151

CITY OF AUBURN

1225 Lincoln Way • Auburn, CA 95603 • (530)823-4211 • Fax(530)885-5508

November 9, 2001

American River Pump Station Project Draft
EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

Reference: Draft EIS/EIR for the American River Pump Station Project, Auburn, California

To Whom It May Concern:

At the request of Kevin C. Dimmick, an Auburn resident, I am forwarding a copy of his November 8, 2001, email which provides comments about the proposed project. It is my request that these comments be considered as part of the official record.

Please be advised that the City of Auburn, by separate letter, is submitting comments from City staff relative to the draft EIS/EIR.

Sincerely,

Paul Ogden
City Manager

PO/mhc
Enclosure
cc: City Council Members
Kevin C. Dimmick

L-151, pg. 2

Paul Ogden

From: DIMMICK,KEVIN (HP-Roseville,ex1) [kevin_dimmick@hp.com]
Sent: Thursday, November 08, 2001 1:59 PM
To: 'dbreninger@pcwa.net'; 'pogden@auburn.ca.gov'; 'agrenier.ard@sbcglobal.net'
Subject: PCWA American River Pump Station Project
Importance: High

To: Dave Breninger, PCWA General Manager
Paul Ogden, Auburn City Manager
Alain Grenier, ARD District Administrator

Copies: Auburn City Council - Jodie Hale, Cheryl Maki, Kathy Sands, Alice Singh and O.C. Taylor

From: Kevin C. Dimmick

Subject: PCWA American River Pump Station Project

Gentlemen:

A I would like to call to your attention concerns I share with many other Auburn residents about problems with the PCWA American River Pump Station Project. While the merits of their plans are obvious, of particular concern is the total environmental impact of Maidu Drive being an entrance to the proposed recreation area. The negative impact to surrounding families and homes has not been properly considered and mitigated, and deserves further consideration.

B This entrance, versus the highly viable albeit more expensive alternative on Pacific Avenue, will direct up to 300 or more vehicles per day from numerous counties down this relatively quiet Auburn street among upscale residential neighborhoods. The assumption by PCWA and the State has heretofore been that this traffic is only a slight increase over the 1500-2000 cars that travel this street daily, an estimate provided by the City of Auburn. This estimate is a flawed, with most of the traffic being parents taking and picking their children up from Skyridge School. This being the case, these cars never go past Maidu and Burlin Drives, or Maidu and Riverview for those who approach the school from the other side of Perkins Way. A handful of cars only, proceed down Maidu past these streets.

In addition to the flawed assumptions that were based on a flawed traffic analysis, the current plan causes a number of concerns, some of which are the following:

C *Increased fire danger - With the increased vehicle and foot traffic in the canyon, the risk of fires is increased significantly. Fires fueled from the canyon and canyon walls have and will seriously threaten residential houses and neighborhoods, and can be extremely expensive to extinguish.

A *Traffic safety issues - These concerns are associated with the elementary school children who must cross Maidu daily to get to Skyridge School. Today vehicles regularly run or "California stop" the stop sign at Maidu and Burlin. Newcomers to the area often do not even notice the stop sign. I have personally witnessed close calls and have myself almost been struck by a truck at this corner while riding a bicycle.

A *Crime - With a large, daily influx of recreational users, crime will increase. Crimes common to such areas include auto burglaries, vandalism, alcohol and drug use, and crime often associated with intoxication, such as DUI's, fights and indecent exposure.

11/9/01

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.10, Project Access.

C. Please refer to Master Response 3.1.9, Fire Management.

L-151, pg. 3

D *Parking conjestion problems - With a planned shortage of parking, traffic will spill over into adjacent neighborhoods causing numerous strangers daily to walk through the neighborhoods to get to their cars, trucks, vans and busses. Associated problems include the creation of noise, lack of neighborhood street parking, litter, traffic/driving safety issues, loitering, trespassing and other crimes. This will result in a reduced sense of security and desireability for those who live in these quiet neighborhoods, and can even lower property values if problems become extreme. Increased police patrols, and their associated costs, goes without saying.

E *Increased health risks - Air quality issues should also be considered in an area that already has difficulty complying with air quality standards. Such standards exist for a reason.

For the above reasons, I urge you to exercise your influence to put this plan on hold until these issues are thoroughly considered and mitigated.

Thank you for attention to this important matter.

Regards,

Kevin C. Dimmick
Auburn, CA
(530) 823-5116

11/9/01

D. Please refer to Master Response 3.1.6, Public River Access Features.

E. The Draft EIS/EIR evaluated the potential air quality effects of the Proposed Project and alternatives in Section 3.15, Air Quality (page 3-304). The Final EIS/EIR provides an updated assessment of vehicular emissions using recent updated information from the Placer and El Dorado County APCDs (Chapter 3.0, Section 3.15, Air Quality).

L-152

November 9, 2001

Surface Water Resources, Inc. **Fax 916-286-0957**
2031 Howe Ave, Suite #110
Sacramento, CA 95825

American River Pump Station Project
Draft EIR/EIS Comments

I am against the DRAFT American River Pump Station Project as currently developed. Living in the Maidu Drive area since 1993, and not being advised that a project was being developed that impacts our area was a unpleasant surprise. The following are key points about the project that are unacceptable:

A
- **Increased Fire Risk** – Canyon fires are hard to fight and spread rapidly endangering the residences in the greater area. Adding people and vehicle access to the canyon area will increase fire events. No fire management plan has been developed; this should be done and approved prior to any construction start.

B
- **School Children Safety** – Children from residences on the south side of Maidu must cross Maidu to reach the Skyridge School. The intersection of Riverview/Falcons Point at Maidu has poor visibility from traffic moving in the western direction of Maidu. This increases the risk for accidents and injury to anyone living in the area.
- **Litter and Dumping** – The parks department would be responsible for litter in the park area, who would be responsible for increased litter in the Maidu Area?

C
- **More Pollution** – River pollution from increased traffic in the area from construction and park use. Air pollution from increased traffic.

B
- **Residential Traffic** – Traffic from the Maidu Loop that becomes River View is a hazard to the residences. The older section of River View drive is narrow with no sidewalks. Cars traveling from Maidu that use the River View short to Auburn will increase injury and accidents. Children use this area to walk to school.
- **Noise** – Noise from the canyon echo's up into the residential area. This noise will increase from construction and park usage.

D
SOLUTION – Remove the park element from the PROJECT, or change the access road to Pacific Street.
Pacific Street access will provide river access that avoids a major residential area of Maidu and moves the access to a more commercial area. Some of the issues remain but this eliminates some of the key issues such as School Children Safety, Traffic, and litter issues.

Please include this letter in the project planning process.

Laura Pinnick
565 Riverview Drive
Auburn, CA 95603
530-889-1202 Home
916-368-7610 Office

A. Please refer to Master Response 3.1.9, Fire Management.

B. Please refer to Master Response 3.1.6, Public River Access Features.

C. The Draft EIS/EIR addresses potential air quality impacts due to construction of the Proposed Project. Please refer to Response L-3.C for an update of air quality impacts related to public river access and project operation traffic.

D. Please refer to Master Response 3.1.10, Project Access.

L-153

9 November 2001

Draft EIS/EIR Comments
Surface Water Resources, Inc
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

I would like to thank Jim Michaels, Rod Hall and Ranger Mike Lynch for the time they took to provide the presentation and answers to questions during the meeting at Skyridge School on 7 November 2001. They were well informed and did try to explain the contents of the plan for the American River Restoration Project. It may not have appeared this way, but most of us did appreciate the information and the depth of their knowledge.

Based on the information provided, I would like to ask that the plan be revised to include greater detail and additional consideration in the following areas:

A

1. Traffic Mitigation on Maidu Drive: The draft plan as now written does not adequately address the impact of vehicles towing boat trailers along this street. This street is the main residential access for homes in this area.

At the meeting, when the question was asked: "what happens when all of the parking spaces are full?", the answer was "the gates will be closed." That further exacerbates the traffic problem - either with parking on the side of the road, or traffic doubling back because there are no parking spaces.

During the presentation on 7 November, Ranger Mike Lynch addressed the posting of "No Parking" signs around the area, to prevent parking on the roadway. Being a former resident of El Dorado Hills, I am well aware of how ineffective the signs are. Attempting to drive along Folsom-Auburn Road between Douglas Boulevard and the Dam Road during summer days was truly a traffic hazard, due to cars parked along the side of the road. Signs were posted and ignored. Eventually, a very unsightly berm was built to prevent parking. The effectiveness of posting signs is questionable, as is the ugly berms in a residential neighborhood..

B

2. Alternate Access Routes: The draft plan as now written does not cover alternate access routes to the river and parking.

The Auburn Dam Overlook has a parking lot already in place. Since one of the proposed areas at the river is a turn-around only, it appears that the parking lot already in being could be used if an access road was connected to the lot. Also, Pacific Street (the access road to the Dam Overlook parking lot) is in a commercial area.

C

3. Fire Hazards:

Having had several fires in the canyon floor over the last two years, we are very concerned about fire danger. Additional people with vehicles in the area certainly increases the fire danger. The fire potential was not adequately addressed.

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.10, Project Access.

C. Please refer to Master Response 3.1.9, Fire Management and Master Response 3.1.6, Public River Access features.

L-153, pg. 2

4. Personnel Safety: Personnel safety is not adequately addressed in the draft plan. The increase in traffic of approximately 240 vehicles during peak times in the draft plan is considered inadequate. A more realistic number should be developed which considers the

increase, as well as that currently required to support PCWA, use of the BLM Building for Recreation, Skyridge School, current residences and proposed residences.

C Many children and parents walk to Skyridge School. This is not just the 7:15 a.m. - 8:15 a.m. and 2:00 p.m. - 3:30 p.m. traffic. Due to the many activities at the school, traffic changes daily, depending on school activities.

Also, this area is used extensively for area residents who walk, run and bike. Additional vehicle traffic will have significant impact in addition to the safety problems currently in being. Riverview Drive, which is a connector to Maidu, does not have sidewalks except for approximately one block in the Montecielo area.. Additional traffic in this area enhances the possibility of safety problems.

D 5. Air Pollution: The draft plan does not adequately address additional air pollution due to vehicles using the proposed river access AND the relocation of PWCA to the BLM site. This comment does not address the construction phase, since that is assumed to be temporary. This problem is after the construction is complete.

I have no objection to opening the river for recreation, but I truly feel there are better access routes than through a residential area.

Thank you,

Sheryl R. Frank

SHERYL R. FRANK
1770 Vista Del Monte
Auburn, CA 95603
(530) 889-1770

D. Please refer to Response L-3.C for a discussion of air quality relative to public river access and project operations. The Proposed Project does not involve a change in use of the Reclamation buildings currently occupied by PCWA.

L-154

Linda Godfrey
P.O. Box 1050
Meadow Vista, CA 95722
530-878-7679

11/8/01

To whom it may concern,

A This letter is to show my concern about the closing of the diversion tunnel on the American River. Many of my friends and I use the trail that travels over that tunnel to ride to Cool. If you are destroying the tunnel then I believe a bridge should be built so people can continue to get across the river. Don't ruin our trail access, that so many people use and enjoy every day. KEEP OUR TRAILS OPEN!

Sincerely,

Linda Godfrey

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-155

Steven Weiler
10135 Snowy Owl Way
Auburn, CA 95603

November 9, 2001

American River Pump Station Project (ARPSP)
Draft EIS/EIR Comments
Surface Water Resource, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

Subject: Comment Card- Placer County Water Agency/U.S. Bureau of Reclamation

Comments:

I would like to ask that you revise the proposed parking-lot plan. The current proposal states that two parking lots (20 and 50 car capacity) would be installed below Maidu Drive within the reserve area. This plan is sure to have the following negative impacts on the natural and residential environment:

A

- Parking lots and public roads within the recreation area will significantly impact the character of this natural environment, thus negating any claim to the project restoration goal. This American river canyon area is one of the few public accessible areas in the lower Sierra Nevada foothills not disturbed by motorized vehicles. By introducing public roads throughout the recreation area the landscape, wildlife, vegetation, air quality, and serenity of the river area will be damaged from its historical state. The ARPSP has the tremendous potential to be recognized as a leading example of environmental restoration. The inclusion of public access roads and lower area parking lots will certainly negate this claim.

B

- Public roads within the recreation area will significantly increase the probability of fire within this area, in addition to subsequent fire prevention efforts and associated fighting costs.

The current State Park plan and associated EIS/EIR does not sufficiently address these issues. In addition, it is clear that current estimates on traffic volumes, traffic pollution, and fire mitigation requirements are under estimated within the current study.

C

I would like to ask that in addition to addressing the above issues that the ARPSP consider a revised plan that would keep the river road off of Maidu drive closed to public traffic as part of this project. The best alternative to this plan is to continue to allow public access to the park and river through the unique combination of hiking, biking, and horseback riding trails in existence today. Emergency river access can be achieved through the use of the private, secured, canyon drive which is in existence today.

D

Public parking lots, and associated public roads, should only be considered at the top of the canyon and should continue to be limited in to 20 vehicles in size. These changes will assist in mitigating the certain overwhelming public opposition and challenges which face the current plan. I believe these actions may enable the project to move forward successfully meeting its three stated goals. Thank you for your professional consideration and support.

Sincerely,

Steven W. Weiler

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.9, Fire Management.

C. Please refer to Master Response 3.1.6, Public River Access Features and Master Response 3.1.9, Fire Management.

D. Please refer to Master Response 3.1.6, Public River Access Features.

L-156

From John Hauschild
Canyon Raft Rentals
110 Porter Ln
Auburn CA 95602

Nov 7, 2001

Comments on PCWA American River Pump Station and River Restoration Project

I am strongly in favor of the mid channel diversion alternative and tunnel closure.

Here are my comments about some of the details regarding recreation and access details:

A
- The southern embankment needs to have a trail cut into it to maintain recreational access from Cool even if no bridge is built soon. The cost of this should be insignificant.

B
- It would be great if the haystack waves at Tamaroo Bar Rapid could stay as they are as this is a high point of this run.

C
- The plan for a parking lot above the Oregon Bar takeout is not optimum for rafters due to its distance & elevation gain from the river. I recently went down and scouted the area and determined that the road down to Oregon Bar is plenty wide in several places and could accommodate at lease 30 cars within a quarter mile of the turnaround. I think that money could be saved by investing it into roadside parking instead of an upper lot. Since this rafting run will be mostly in the evenings in summertime due to flow schedules it is important for rafters to be able to access their vehicles quickly at the takeout and not have to hike 1/3 of the way out of the canyon to get their cars.

John Hauschild

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

B. Please refer to Master Response 3.1.7, Tamaroo Bar.

C. Please refer to Master Response 3.1.6, Public River Access Features.

L-157

November 7, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Ave. suite 110
Sacramento, Ca 95825

Dear Sirs,

I am concerned about the loss of the Auburn to Cool trail as a result of the closing of the tunnel at the Auburn dam construction site.

A The Auburn to Cool trail provided the only safe route for mountain bicyclists to get between the 2 towns. the only other route requires riding on at least 2 miles of hwy. 49 that has no shoulders and high traffic speeds.

I realize the cost of a bridge would be large. I believe that a better lower cost alternative would be a new trail that goes from the dam overlook to either hwy. 49 at the river or Mt. Quarries bridge and then up to Cool.

I hope that mitigation for closing the existing trail would include all or partial funding for such a trail.

B The completion of the pump station project will result in more people using the park. Additional long term funds are needed to manage the park as the number of visitors increase. Some funding source should be identified to do this.

Sincerely,

Melinda Tager

Melinda Tager
300 Oak Street
Auburn, Ca 95603
530-889-8524

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

B. Please refer to Master Response 3.1.2, American River Pump Station Project Funding.

L-158

Karri R. Weiler
10135 Snowy Owl Way
Auburn, CA 95603

November 9, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resource, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

Subject: Comment Card- Placer County Water Agency/U.S. Bureau of Reclamation

Comments:

I would like to ask that you revise the proposed public roads into the Auburn State Recreation Area. The current proposal states that an estimated 210 automobiles will travel this area at peak times. This estimate is believed to be grossly underestimated in addition the full impacts of this increase have not been considered within the proposal and Draft EIS/EIR. I request as the mother of school age children that the following points be considered:

A

- The estimated increase in public traffic through the residential neighborhood will have a health and safety impact on the Sky Ridge Elementary School children walking on, and across Maidu Drive area.
- The school is 1 block from Maidu Drive which is the proposed park access road. By promoting increased public access we are introducing the elementary school age children to greater public exposure. The transient population of park visitors posses an increased risk to the safety of these children.
- Maidu Drive is part of a heavily populated residential area. The increase in non-local traffic has a significant impact on the home owners and safety within the community. It is unclear as to the increased potential of crime as a result of the increase public traffic associated with the current plan.

The current State Park plan and associated EIS/EIR does not sufficiently address these issues. In addition, it is clear that current estimates on traffic volumes, air quality, child health and safety, and community impact are not adequately addressed in the plan.

B I would like to ask that in addition to addressing the above issues that the ARPSP consider a revised plan relocating both construction and public access to the park and river to the Paris Drive entrance point. Emergency river access can still be achieved through the use of the private, secured, canyon drive to be enhanced as part of the ARPSP.

A The current plan to greatly increase non-local traffic to the Maidu residential and Sky Ridge school area should be reconsidered, thus avoiding overwhelming public opposition. I believe these actions may enable the project to move forward successfully meeting its three stated goals.

Sincerely,

Karri R. Weiler

Karri R. Weiler

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.10, Project Access.

L-159

November 5, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Ave.
Sacramento, CA 95825

Re: Coffer Dam area trails Auburn to Cool

To Whom It May Concern:

A

I have lived in the Auburn area for over 30 years, my husband has lived in the area all of his life, over 70 years. I moved to the area because of the local trails and the Tevis Cup ride and am on the Board of Governors of the WSTF. My husband and I ride the local trails many times a week and have donated hundreds of hours of time in maintenance, promotion, and enjoyment on all of our local trails from Robie Equestrian Park to Sacramento. We have devoted so much time and energy fighting for our trails in Placer County that we want to let you know our concerns that the trail in the Coffer Dam area may be lost for lack of a bridge.

The PCWA claims that the Auburn-to-Cool trail loss is a significant but unavoidable impact of the river restoration and pump station project. However, there is a solution – PCWA needs to include the construction of a bridge in their plan. They also need to leave a dirt trail along side the roads that they are paving so those trails are not lost as well.

The Coffer Dam site is one of the few places where several trails merge and provide access to other trail systems (the Western States trail in Auburn, the Olmstead trail in Cool, the Maidu area trail and the Pioneer Express trail from Folsom Lake, and Sacramento. Most people, and we definitely feel, that if the PCWA river project doesn't include a bridge in their plan now that it will never happen and we will lose the Coffer Dam area trails, some of our best training hills, and a major trail system connection FOREVER.

There are a number of organized events that will have to be canceled or rerouted if this trail is lost, the American River Ride, one of the largest endurance rides in the U. S., NATRC Competitive Trail Rides, and a number of Endurance runs use the Coffer Dam trails. Auburn is known as the Endurance Capital of the World, we cannot afford to lose these trails.

Several thousand hikers, outdoor enthusiasts, equestrians, mountain bikers, and runners use these trails annually. If the Auburn-to-Cool trail is closed, the remaining trails from Auburn to Cool will become even more crowded. Many people using our trails for the first time are intimidated by the WSTF trail, as it is narrow and steep, but feel comfortable on the wider more open trails of the Coffer Dam area. Also the Western

Coffer Dam Trails - 1 -

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-159, pg. 2

States trail, due to its narrowness etc. is NOT open to bikers and this would be a MAJOR loss for the bikers. It is not fair to take away their only access route away. The canyon and local trails represent many user groups that include water use AND land use. The PCWA project needs to support all canyon user groups and recognize the value of keeping the canyon access available to everyone.

Currently a volunteer mounted unit patrols the Coffer Dam area. Private equestrians riding the area, as I am sure runners, hikers and mountain bikers, have reported problems and assisted in emergencies in the area. There is also a group Sweep Riders of the Sierras who ride the area and have GPS and ham radios and can and do report any problems or accidents. These and other equestrians will no longer have access to the area as the PCWA plan includes paved roads on the Auburn side and piled river rock from the excavation on the Cool side. Does the State, County and PCWA really want to lose this valuable resource?

Most of us want to share in the joy and celebration of opening the river back to its natural course. We are asking PCWA to do the right thing and not take away these beautiful and wonderful canyon trails from our community and those that visit this area because of its awesome trails. We CAN retain these trails, this can be achieved by building a bridge – a small price to pay when compared to the overall multi million-dollar project budget. We fought hard to save No Hands Bridge, we dedicated our time, labor and money to keep that trail, we are having to fight again, and this shouldn't be the case, to save our trails. A bridge and trail access is a small price to pay compared to the permanent loss of trails that so many people, of all walks of life, have been using for so long, and want to continue to use for many, many more years.

Thank you for the opportunity to comment.

Cordially,

Phil and Rho Jacoby
9539 Whiskey Bar Rd.
Loomis, Ca. 95650
(916) 652-7828
Fax (916) 652-2388
e-mail: rho@jps.net

Coffer Dam Trails - 2 -

L-160

October 20, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 How Ave. Suite 110
Sacramento, CA 95825

Dear Sirs:

A

I am concerned about the loss of the Auburn to Cool trail as a result of the closing of the tunnel at the Auburn dam construction site.

The Auburn to Cool trail provided the only safe route for mountain bicyclists to get between the 2 towns. The only other route requires riding on at least 2 miles of hwy. 49 that has no shoulders and high traffic speeds.

I realize that the cost of a bridge would be large. I believe that a better lower cost alternative would be a new trail that goes from the dam overlook to either hwy. 49 at the river or Mt. Quarries bridge and then up to Cool.

I hope that mitigation for closing the existing trail would include all or partial funding for such a trail.

Signed,

Jim and Justine Brown
2495 Westville Trail
Cool, CA 95614

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-161

COUNTY OF EL DORADO

Trails Advisory Committee

3000 Fairlane Court Suite 1
Placerville, CA 95667
(530) 621-5864 FAX (530) 295-2540

November 7, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

Dear Project Manager:

A The El Dorado County Trails Advisory Committee met on Wednesday November 7, 2001 and discussed the American River Pump Station Project. After reviewing the executive summary the Committee is in favor of the preferred alternative. Having the American River restored to it's original course will be both aesthetically pleasing and beneficial to fish and wildlife. Enhancing public river access to the site is another positive aspect of the project. While the preferred alternative has many benefits we have concerns relating to the loss of a valuable inter-county trail linkage between El Dorado and Placer Counties.

B The study refers to a permanent closure of the Auburn-to-Cool Trail as a significant and unavoidable impact. The committee believes that closure of any trail is significant and should be avoided. We are also concerned that no mitigation measures have been identified for this closure. This route is a major connecting route not only for the communities of Auburn and Cool but a route between two foothill counties. There are other suitable trail linkages in the area but they don't provide the type of access being lost by the preferred alternative. To close the Auburn to Cool trail without offering another option will set the stage for increased trail user conflicts.

C The committee is also concerned that the time line for a comprehensive planning of the Auburn SRA is defined as "in the near future". The problem with planning in the near future, is that people use this trail now. Prior to the approval of this project the PCWA and the CDPR should have a selected plan and funding available to replace this link. The El Dorado County Trails Advisory Committee is very appreciative of the trail system contained within the Auburn State Recreation Area and hopes the pump station project can be adequately incorporated.

Sincerely,

Eileen Crim

Eileen Crim, Chairperson
Cc: Rod Hall, Folsom Area office, United States Bureau of Reclamation

A. Project support noted.

B. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

C. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail and Master Response 3.1.2, American River Pump Station Project Funding.

L-162

Steve and Marsha Helland
1825 Arroyo Dr.
Auburn, CA 95603
530-823-7123

11/8/01

Re: PCWA American River Pump Station and River Restoration Project
Draft Environmental Impact Statement/Environmental Impact Report

Comments-

Thank you for the informative session conducted at Skyridge School last evening, 11/8/01. We would like to offer the following comments about this project.

A
1. We agree with the primary objectives of this project; provide a permanent pump station, restore the river and close the diversion tunnel. Our concerns lie with the approach taken to provide recreational facilities as part of this project. The first point is that the choice of Maidu Drive for the access is poor. It is a residential neighborhood with children walking in the street, crossing the street and playing near the street. The additional traffic on Maidu resulting from this access would create an extremely unsafe condition for these children and others.

B
2. The estimated increase in traffic is significantly understated. This is especially true for the parking near the water. There is very limited access to the river and opening a parking facility next to the water would have tremendous appeal to people. Unfortunately the 70 parking spaces (20 next to the water) would quickly fill up resulting in a traffic nightmare on Maidu which has no parking facilities except along the street's sides. Also, multiple cars would be needed for leaving a car to pick up a raft. We believe the 210 car increase during peak periods is off by several hundred.

C
3. If a parking facility at the river is approved the access should be via Pacific Street where a parking lot already exists, the neighborhood is largely not residential, there are already several other recreational facilities in close proximity and is more easily accessed from Auburn Folsom Road. Safety and impact to the surrounding area should be taken into consideration, not just economics.

D
4. Most importantly, rather than implement the recreational plan in this draft EIR, the alternative of improving Rattle Snake Bar recreational area should be investigated. The concern about leaving people on the river is erroneous. The paddle from Oregon Bar to Rattlesnake Bar is no longer than the rafters now paddle on the south fork of the American River where they have no problem. Patrol boats could more economically patrol the lake between the bars than establishing a whole new recreational facility above Oregon Bar. Rattlesnake Bar has ample room for additional parking facilities, is already a developed recreational site, has a boat ramp and has a direct access road through a rural area.

5. The comment was made at the meeting that commercial rafting was not part of the proposed plan for the river. This needs to be backed up in the EIR with a statement from the Auburn State Recreation Area that commercial rafting will not be allowed on the north fork of the American River from the confluence downstream to Oregon Bar.

Steve Helland

Marsha Helland

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.6, Public River Access Features.

C. Please refer to Master Response 3.1.10, Project Access.

D. Reclamation and CDPR will evaluate other recreation needs and facilities in the update to the Auburn SRA recreation management plan later this year (2002). Please also refer to Response Master Response 3.1.6, Public River Access Features.

L-163

11/8/01

Placer County Water Agency
U.S. Bureau of Reclamation
2031 Howe Ave
Sacramento, CA 95825

Ref: Auburn Pump Station/Coffer Dam

The following are my comments, concerns and suggestions relative to the Auburn Pump Station and various aspects of the EIS/EIR discussed at an open meeting in Auburn on October 11,2001.

A

1. Closure of the Auburn to Cool trail:
A totally irresponsible conclusion indicating that those preparing the report did not do their homework! If, in fact, the objective was to make this plan palatable to those interested in the River and Canyon, what bonehead would conclude that closing a significant passage for the Western States Trail and the only mountain bike passage to Cool, would have an "insignificant impact". This conclusion was far from scientific and even further from well thought out.

The risks are too high to expect runners, bikers and horses to share the "no-hands" bridge route to Cool. In fact, it's nearly impossible for bikers because of the trail condition. In addition, the entire trail is too narrow for two-way traffic safely. In the event of an accident, emergency access is incredibly difficult.

Maintaining both trails to Cool is the only way to divide the usage and the types of users up safely.

B

2. Aesthetics
Simply dumping the rock that is pulled from the riverbed onto the hillside leaves the canyon looking striped. If the object is to "return to nature" then do a complete job. The river will flow in it's original bed and the hill side should be returned with natural foliage and rugged appearance.

C

3. Parking and Access
There is no provision currently for parking equestrian rigs – there need to be. This is an important training site for the Tevis and recreational users. Pull through parking spaces and adequate passing space within the parking lot is essential.

A

4. A bridge
NO Bridge, NO water for Rocklin.
If this project proceeds, it needs to do so with a bridge that's built to accommodate both pedestrian and equine traffic. That necessitates that the width be sufficient for the safe passage of two-way traffic, the surface needs to be non-slip, the sides need to be high enough to prevent swimmers from diving off and frightened horses from leaping or falling off.

Sincerely,

Janet K. Peterson
P.O. Box 1320
Meadow Vista, CA 95722
(530) 878-4750

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

B. Please refer to Master Response 3.1.5, Project Area River Restoration.

C. Please refer to Master Response 3.1.6, Public River Access Features.

L-164



NASSAU-SUFFOLK HORSEMEN'S ASSOCIATION, INC.

2 Carll Court, Northport, New York 11768 (631) 261-4915 Fax (631) 754-3164

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American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc
2031 Howe Ave.
Sacramento, CA 95825

October 31, 2001

Re: Coffer Dam area trails near TEVIS finish Line, Auburn CA

Dear Supervisors:

NSHA represents about 2,000 horse people on Long Island, a highly urban area that nevertheless boasts many miles of trails and trails enthusiasts including not only horseback riding, but also mountain biking and hiking.

From experience, we can tell you that trails and land are not endless, but finite. Every step we take to reclaim, restore and create open space and clean water has to be thoughtfully executed. The ramifications of incomplete planning are expensive and last forever.

It seems only sensible to include an appropriate bridge in the Auburn to Cool trail to keep the historic and safer trail open for users. It seems only practical to keep the roadside safe for those who use foot, bicycle or horses.

A Tunnel vision when it comes to our resources is catastrophic. To eliminate thousands of appropriate users and stewards from this trail will have lasting negative financial and environmental impact.

Sincerely,

Cyla Allison, Ph.D.

A publicly supported federally tax exempt organization formed under the New York State not for profit law.

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-165

Placer County Water Agency

U.S. Department of the Interior Bureau of Reclamation

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	EDWARD BOWDOIN
ADDRESS:	530 PERKINS WAY
CITY/STATE/ZIP:	AUBURN, CA 95603-5756
BUSINESS AND/OR HOME PHONE/FAX:	530-888-0659
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A. My wife and I have been living at the above listed address since 1989. The rear of our property is near Maidu Drive. We strongly feel that if this project is approved there will be an impact to ourselves and nearby residents. Our primary concerns are increased traffic which brings with it noise and air pollution along with safety and fire concerns. If this plan continues we urge its proponents and facilitators to consider using Pacific Avenue as the primary route for entry to the site.

Thank you,
Edward Bowdoin
Holly Bowdoin

Edward and Holly Bowdoin

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.6, Public River Access Features; Master Response 3.1.9, Fire Management; and Master Response 3.1.10, Project Access.

L-166

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Teresa and William Foltz
ADDRESS:	10160 Snowy Owl Way
CITY/STATE/ZIP:	Auburn, Ca 95603
BUSINESS AND/OR HOME PHONE/FAX:	
ORGANIZATION (IF APPLICABLE):	Homeowners in Falcon's Point

COMMENTS:

A — It has recently come to our attention the proposal of a continuation of Maidu Road to the American River and also parking facilities. We, as residents of Falcon's Point, are requesting you reconsider the entrance off Pacific Avenue if it is necessary to put this plan into place. Maidu road is a two lane road through a residential area. There are many people who use Maidu to walk or jog. There are no sidewalks on this road for their safety from the amount of traffic the road will carry. Skyridge school is in this neighborhood and it is very unsafe to see entire classes of children, on a field trip, walking along this road. Is the risk of one of their lives necessary for river access? Also, Placer County Water, will accept responsibility for that tradegy should it happen?? The speed limit on Maidu is 35 MPH. This speed limit is rarely abided by. We have already been witness to a speeding car with teenagers in it, going off the road, over turning and having three young people having to be air lifted to a Roseville Hospital. There will be more of this, with the added nuisance of drinking and driving that everyone knows does go on at the river. This is only a little 2 lane road through a quiet residential area! Since PCWA has opened their offices

B — to the public, traffic has increased on Maidu. Many times I have had to wait to enter my own driveway because of the amount of traffic. Many times I have had to wait to enter my own driveway because of the amount of traffic. Many times I have had to wait to enter my own driveway because of the amount of traffic.

C — Please consider the safety of the residents and children on Maidu road when you are considering the entrance to the river.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

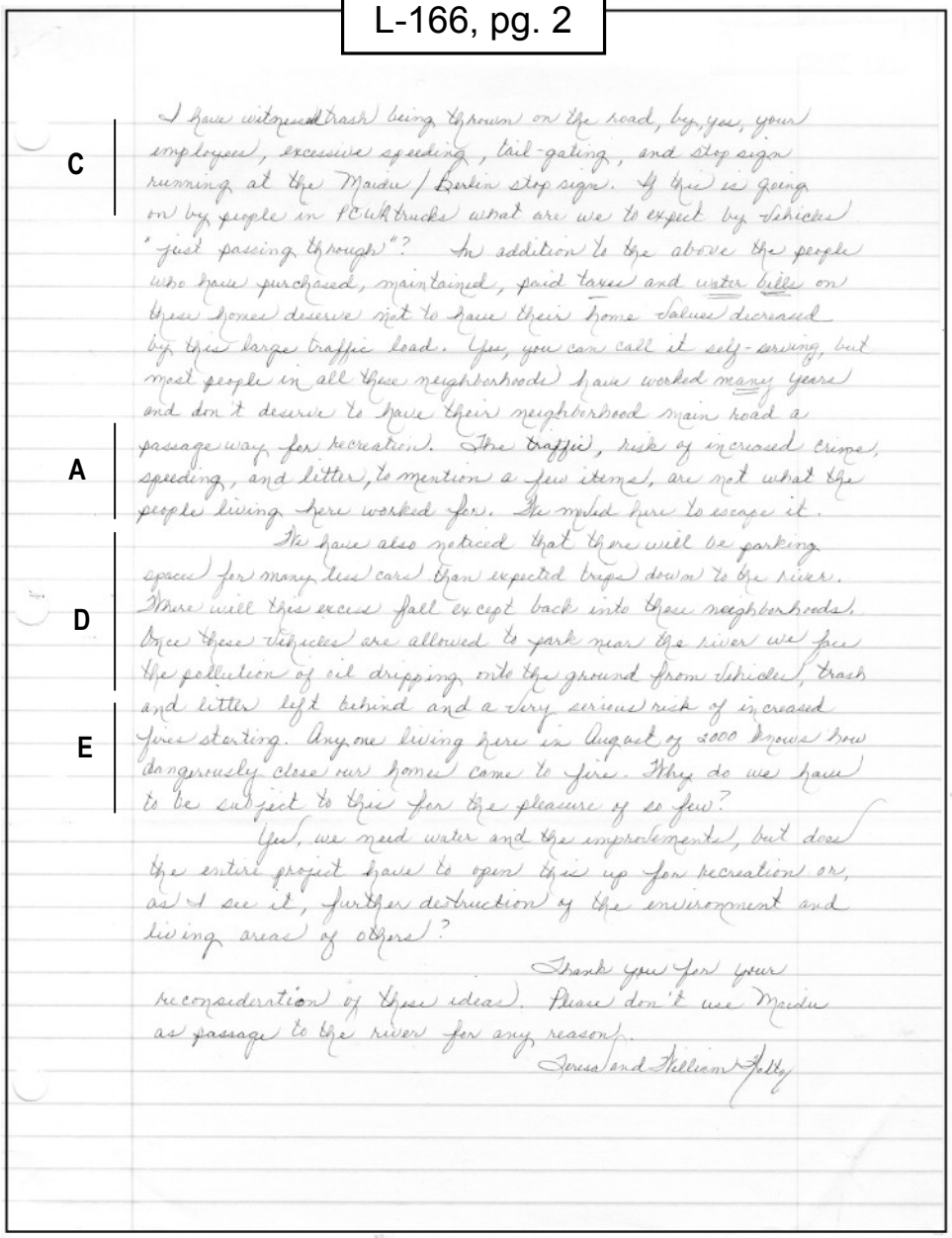
☐ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.10, Project Access.

B. Please refer to Master Response 3.1.6, Public River Access Features.

C. Please refer to Master Response 3.1.6, Public River Access Features and Master Response 3.1.10, Project Access.

L-166, pg. 2



I have witnessed trash being thrown on the road, by you, your employees, excessive speeding, tail-gating, and stop sign running at the Maidu / Larkin stop sign. If this is going on by people in PCWA trucks what are we to expect by vehicles "just passing through"? In addition to the above the people who have purchased, maintained, paid taxes and water bills on these homes deserve not to have their home values decreased by this large traffic load. Yes, you can call it self-serving, but most people in all these neighborhoods have worked many years and don't deserve to have their neighborhood main road a passage way for recreation. The traffic, risk of increased crimes, speeding, and litter, to mention a few items, are not what the people living here worked for. We need here to escape it.

We have also noticed that there will be parking spaces for many less cars than expected trips down to the river. There will this excess fall except back into these neighborhoods. Once these vehicles are allowed to park near the river we see the pollution of oil dripping onto the ground from vehicles, trash and litter left behind and a very serious risk of increased fires starting. Anyone living here in August of 2000 knows how dangerously close our homes come to fire. Why do we have to be subject to this for the pleasure of so few?

Yes, we need water and the improvements, but does the entire project have to open this up for recreation or, as I see it, further destruction of the environment and living areas of others?

Thank you for your reconsideration of these ideas. Please don't use Maidu as passage to the river for any reason.

Teresa and William Jolly

C. Please refer to Master Response 3.1.6, Public River Access Features.

D. Please refer to Master Response 3.1.6, Public River Access Features.

E. Please refer to Master Response 3.1.9, Fire Management.

L-167

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	ROGER & MICHELINE TURNER	
ADDRESS:	RESIDENCE 4005 EAGLES NEST	MAILING ADDRESS PO BOX 6736
CITY/STATE/ZIP:	AUBURN, CA 95603	AUBURN, CA 95604
BUSINESS AND/OR HOME PHONE/FAX:	(530) 889-9621	
ORGANIZATION (IF APPLICABLE):		

COMMENTS:

PLEASE SEE COMMENT CARD ATTACHED

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

☑ *Please check here if you would like to be on the project mailing list.*

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ATTACHMENT TO COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

NAME: Roger and Micheline Turner

ADDRESS: Residence
4005 Eagles Nest
Auburn, Ca. 95603

Mailing address
P.O. Box 6736
Auburn, Ca. 95604

TELEPHONE: (530) 889-9621

WE DO NOT SUPPORT THE PROPOSED RECREATIONAL PROJECT FOR THE FOLLOWING REASONS:

A 1. THE INCREASE IN PUBLIC USE IN THIS ALREADY FIRE HAZARDOUS AREA WILL CREATE AN OMINOUS RISK TO RESIDENTS AND THEIR HOMES.

B 2. INCREASE IN TRAFFIC WILL ONLY INCREASE DANGER TO OUR CHILDREN.

3. THE PROJECT MAY ATTRACT UNDESIRABLES, GENERATE ADDITIONAL NOISE AND INCREASE LITTER DISPOSAL ON MAIDU DRIVE.

C 4. ACCESS VIA MAIDU DRIVE IS INAPPROPRIATE FOR A RESIDENTIAL AREA AND PACIFIC AVENUE IS A FAR MORE SUITABLE OPTION BEING A COMMERCIAL AREA WITH NO RESIDENTIAL HOMES.

A 5. WE FEEL THAT SPENDING THE EXCESSIVE AMOUNT OF FUNDS PROPOSED FOR THE PROJECT SHOULD BE SECONDARY TO PROVIDING FIRE BREAKS AND PRO ACTIVE THINNING OF UNDERGROWTH TO PREVENT ANY DISASTROUS FIRES WAITING TO HAPPEN IN THIS AREA.

ATTACHMENT

A. Please refer to Master Response 3.1.9, Fire Management.

B. Please refer to Master Response 3.1.6, Public River Access Features.

C. Please refer to Master Response 3.1.10, Project Access. It is noted that Pacific Avenue, between Auburn-Folsom Road and the project area, is lined with multi-family and single-family residences and a preschool. These homes front on Pacific Avenue, have direct driveway access, and have no fencing separating the front yards from the street.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Tim and Kathy Twietmeyer
ADDRESS:	4045 Eagles Nest
CITY/STATE/ZIP:	Auburn CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	PH: 530 885 0429 FX: same
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

SEE ATTACHED.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

☑ *Please check here if you would like to be on the project mailing list.*

L-168, pg. 2

November 13, 2001

Draft EIS/EIR Comments, Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 9582

Following are our comments on the proposal to add recreation access and parking facilities in the American River Canyon off Maidu drive as part of the river restoration project:

A

Maidu drive is a poor choice for access to the river. There is already a parking and staging area available at the Auburn Dam Overlook and Western States horse staging area off Pacific Street. This area is already used for access to the recreation area and can facilitate additional users without any modifications. Maidu drive is already seeing new development for homes and is a standard access path to Skyridge School. With no sidewalks, and hundreds of kids going to and from school on this road, having Maidu as the access to the river will only subject these kids to additional traffic hazards.

Parking and recreational access isn't needed IN the canyon. There is a fine parking and staging area available off Pacific Street. This should be the staging area for all recreational users of the canyon. Adding parking IN the canyon will only encourage users uninterested in recreating to the river. I see this every day as a regular user of the river. Check with the State Parks people and they'll tell you that some parking areas along the river in plain view of the highway (near the confluence on the Cool side) are not recommended for parking due to the high burglary and vandalism rate. Adding parking down in the canyon will only provide a staging area for cars to be burglarized and for people that are more interested in drinking and partying loiter there. More evidence of this problem is already available as the roads into the canyon have been painted with graffiti in several places. The parking at Pacific Street is more than adequate for today's users and many, many more. That lot rarely has more than ten cars in it and it can handle ten times that.

Providing parking below the standard residential area will only compound traffic patterns on streets that aren't designed for heavy traffic. If there is access to the river from below Maidu, it's only a matter of time before users realize that the fastest access out of there is along Riverview. With the addition of streetlights and stop signs along Sacramento Street and Auburn-Folsom road, people are already using Riverview as a bypass. This is a very poor road for additional traffic, with no sidewalks and inadequate lighting.

There is no street light at Maidu and Auburn Folsom. Routing construction trucks down Maidu would be a big mistake. Pacific street already has a light installed and access to that staging area doesn't go through a residential area.

No parking is needed in the canyon for someone to use it for recreation. Today, there are thousands of users in the canyon every weekend. There is no parking provided for those users today, and none is needed tomorrow. It's one of the nice parts of going into the canyon, there is no traffic, litter, car noise, pollution. Adding parking IN the canyon will only ruin what makes the canyon so nice as a place to spend time. With cars, parking, litter, noise, pollution, partying, and loitering, some of the best reasons for being in the canyon will be eliminated.

Sincerely,

Tim and Kathy Twietmeyer
4045 Eagles Nest
Auburn, CA 95603

A. Please refer to Master Response 3.1.6, Public River Access Features and Master Response 3.1.10, Project Access.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	John + DL Benson
ADDRESS:	730 Riverview Dr.
CITY/STATE/ZIP:	Auburn CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-823-8972
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A — A permanent access (i.e. pump station) to American River water for PCWA is many years overdue.

B — If recreational parking is constructed, it should have an alternate means of access and egress via Pacific St. This should also apply to the construction operations.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ *Please check here if you would like to be on the project mailing list.*

A. Project support for permanent pump station access noted.

B. Please refer to Master Response 3.1.10, Project Access.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Lynnel Queen
ADDRESS:	570 Perkins Way
CITY/STATE/ZIP:	Auburn, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	889-9332
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A I am requesting that you do not use Maidu Dr as access to the new American River State Park for a number of reasons.

B Primarily I am concerned for my children's safety as they frequently play outside and they also walk to school up at Skyridge. Another concern is traffic since my home backs up to Maidu.

I am all for restoring the river to its natural state but please do not use Maidu as its access. Please find an alternative

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.10, Project Access.

B. Please refer to Master Response 3.1.6, Public River Access Features.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Dorothy Michelis
ADDRESS:	414 Riverview Drive
CITY/STATE/ZIP:	Auburn, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	(530) 885-7487
ORGANIZATION (IF APPLICABLE):	Homeowner

COMMENTS:

A I was shocked to read the "Neighborhood Impact" information left at my doorstep' concerning RECREATION AND PARKING FACILITIES in the canyon just below my neighborhood. WHY is this being considered? Who needs it? Who wants it? I believe it would be a great detriment to our otherwise peaceful and desirable neighborhood.

B The Auburn Dam and lake would have been a great addition and a long time promise of additional water and power--necessary to a growing area. A disaster when it was cancelled by Jimmy Carter, influenced by "Environmentalists". Since this cannot apparently be restored, then lets not compound the earlier mistake by turning a

C beautiful residental area into a trap of vandals, thoughtless tourists and other criminal type opportunists. As a 40 year resident of Skyridge, I ask that our wonderful area be preserved as originally planned for older and younger residents and their families to live in a peaceful and quiet atmosphere.

D The pumping installation may be necessary and useful, but the construc tion will be temporary. Turning this area into part of the National Park system would be permanent and a total disaster for the residents.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ *Please check here if you would like to be on the project mailing list.*

A. As stated in Section 1.1 of the Draft EIS/EIR, the project has three objectives: (1) to provide permanent facilities for PCWA to convey its water entitlement to the Auburn Ravine Tunnel; (2) to eliminate the safety issue with the Auburn Dam bypass tunnel; and (3) to restore the river to its pre-construction channel to allow all of the beneficial uses of the river in what is now a de-watered channel, including recreation, navigation, fish passage and other beneficial uses.

B. Please refer to Master Response 3.1.6, Public River Access Features.

C. Please refer to Master Response 3.1.6, Public River Access Features.

D. This project is not affiliated with the National Park System nor is the area under consideration for any change in federal status to become a National Park since any new designation of this nature would require Congressional action. As described in the Draft EIS/EIR, the project study area is located within the Auburn SRA managed by the CDPR under contractual agreement with Reclamation.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Louwrens K. van der Linden
ADDRESS:	1810 Vista Del Lago
CITY/STATE/ZIP:	Auburn, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	916/624-7181 Fax: 916/624-3833
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A — We are very concerned about the "Recreational Park" that is planned below us in the Canyon. The increased traffic in our neighborhood is a danger to all the children who go to Skyridge School. We will have a lot more noise from the traffic as well as polution of our air. We will attract people from the Sacramento Valley, Foothills, and Surrounding areas. Our concern is the safety and security of our quiet neighborhood.

B — Furthermore we are very concerned about fires in the canyon.

C — We will have increased litter on Maidu. With all the traffic going down to the planned parking areas, what is going to happen to our wildlife habitat?

D — The 2 years of construction will bring us lots of noise, polution, and safety danger to our area. Why not use Pacific Street which is already a Commercial area with non-residential homes. Access to Parking facilities via Pacific Street would solve many traffic, litter, noise, and safety concerns.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

☒ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.9, Fire Management.

C. Please refer to Master Response 3.1.12, Project Area Wildlife.

D. Please refer to Master Response 3.1.10, Project Access.

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Placer County Water Agency

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PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	PAUL GARY KAINE & HELENA KAINE
ADDRESS:	475 RIVERVIEW DR.
CITY/STATE/ZIP:	AUBURN, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	(530) 885-7687
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

We agree with the concerns expressed at the neighborhood meeting of Nov 7, 2001. Our special concerns are:

A 1. lack of fire protection! Our home is directly above the PCWA yard in a HEAVILY wooded area with merely a simple fire break.

B 2. Parks Dept says they are tremendously understaffed at present. Why add more when THEY say they can't take care of what is already in place?

C 3. Present Parks consideration for residents with permits issued for "hill climb or races". We do not want or need more of this!

D 4. Presently we are not able to get law enforcement help with joyriding situations on Maidu by PCWA bldg.

E 5. Re the manned gate - is it to be fortified and locked at non use hours?

F 6. Residential speeds on Riverview are currently unacceptable for everyone's safety.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
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A Please — no river parking or access in this fire prone neighborhood!

A. Please refer to Master Response 3.1.9, Fire Management.

B. Please refer to Master Response 3.1.2, American River Pump Station Project Funding. If there is insufficient funding for full implementation of these features, CDPR would further reduce the hours of operation.

C. The Ford A Speed Technology (FAST) Gold County Hill Climb, is an annual or semi-annul special event that CDPR permits within Auburn SRA. The "climb" is an event to test the performance of Model A Fords (1928-31 models). The event utilizes the portion of Maidu Drive within Reclamation property ownership. The actual climb runs from the area near the offices housing PCWA up to the building now used by the City of Auburn Department of Parks and Recreation. Event organizers provide traffic control to allow anyone wishing to pass through the area to do so. The maximum number of people allowed is 250. A food vendor does sell sandwiches and coffee. The event organizers provide insurance for the event, provide trash containers and portable toilets, and pay a nominal fee and percentage of vendor sales to the state. In the past, the event has run from 7 a.m. to 3 p.m. The City of Auburn Police Department is notified about the event. CDPR is unaware of any neighborhood complaints about this event. However, if members of the community have concerns with this event, CDPR is interested in hearing these concerns and in working to address them through the permit process.

D. Comment noted.

E. The entrance gate would be closed and locked unless the entrance booth was staffed to oversee public use of the area.

F. The lead agencies have no authority regarding neighborhood speed limits.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

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PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Kenneth and Dorothy Felkins
ADDRESS:	11090 Tanglewood Dr.
CITY/STATE/ZIP:	Auburn, Ca. 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-823-9153
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A We, as residents on Tanglewood Dr. for sixteen years, do not need the extra traffic your proposal expresses. At two times per day its a long wait to enter Maidu Dr. With that accomplished its another stop and wait to enter Auburn Folsom Rd., if you wish to go south. It's a very dangerous situation. What we don't need is more traffic on Maidu Dr. There are hundreds of homes who use this street each day to get to and return from

B their places of work. Put this parking facility down by the "overlook" with the skateboard noise makers. We

A don't need these white water rafters littering our community streets. Who is going to police the clean up and loitering these people are going to create. White Water Rafters, take what you can get - not Maidu Dr. Better yet, "Get a Life". We need water - not another RV parking lot.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.6, Public River Access Features.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	TODD & RENATA KUCHENTHAL
ADDRESS:	1800 BARN OWL CT
CITY/STATE/ZIP:	Aub CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	885-2679
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

ALL OF THE CONCERNS ON THE Neighborhood impact PAGE ARE ON THE MONEY AND WE SUPPORT.

IN ADDITION THE INTERSECTION of MIADU AND AUBURN Folsom, IS A VERY DANGEROUS INTERSECTION ON A slow DAY. THROW IN Regular Traffic / Schools / AND REC USE with PEOPLE coming home from WORK. You figure it out. MORE Lights? MORE COST?

SOME TIMES OUR Local govt AND leaders GET IT WRONG. Pacific ST IF YOU MUST, IS THE ONLY WAY TO GO.

EVERYONE I'VE SPOKEN TO IN THE Neighborhood HAVE SAID THEY will NOT STAND STILL for A MIADU OR TURNING INTO A Hwy 49 or WORSE.

Todd Kuchenthal Renata Kuchenthal

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
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See following page for specific comments and responses.

L-175, pg. 2

Neighborhood Impact:

American River restoration project and planned Recreation parking facility

Are you aware?

- A major project is underway to restore the river channel and add RECREATION AND PARKING FACILITIES in the canyon just below our neighborhood.
- An entrance station to a new State Parks facility to the American River is planned on Maidu Drive.

Maidu Drive Neighborhood Information Session meeting November 7, 2001 came up with the key concerns from neighbors who attended the meeting:

A 1. If the intent of the project is to restore the river to it its historic pre-dam channel when there was no parking, **WHY IS IT NOW NECESSARY TO INCLUDE ROADS AND PARKING FOR RECREATIONAL USAGE?**

B 2. **INCREASED VEHICLE TRIPS BEYOND WHAT THE EIS/EIR IS PREDICTING.** The Presenters and the EIR contend that at peak recreation use there will be an increase of 210 vehicle trips in addition to the 1500-2000 vehicle trips per day that the City of Auburn Traffic Engineering study states. Many Residents felt that the Auburn Traffic Engineering study for Maidu Drive was on the low side and that ANY additional traffic is traffic we don't need. If the parking lots are full, visitors will be turned away at the manned gate on Maidu Drive. This means that vehicle will continue on and end up on Riverview Drive or turn around and return to Auburn- Folsom Road and that Maidu Drive will end up with many more vehicle trips than the current draft EIS/EIR is suggesting.

C 3. **SCHOOL CHILDREN SAFETY CONCERNS** for the Maidu Drive Area. Children from residences on the south side of Maidu Drive must cross Maidu to reach the Skyridge school. Increased traffic during construction, 35 to 70 additional vehicle trips, plus peak recreational increase of up to 210 vehicle trips will expose school children to unwanted and unneeded danger.

4. **INCREASED TRAFFIC NOISE** especially during pump station construction that would last about 2 years.

D 5. **INCREASED FIRE DANGER** to homes that border the canyon as a result of increased human and vehicle activity down in the canyon. There is no current plan in place that would protect homes as result of increased human recreational activity in the canyon. A fire plan is in the planning stages but would not be put into effect until after Pump Station construction is finished. The Residents felt that a fire plan should be activated at the beginning of construction and that elimination of proposed recreational facilities would be the best approach to fire protection for homes. There was a general feeling that the project should not move forward until fire hazard concerns are addressed.

C 6. **SAFTEY AND SECURITY** from undesirables that the recreation and parking facilities will likely draw from outside of Auburn. The presenters did not have any response for this issue although the Park Ranger did review situations and frequency of occurrences that could happen, vandalism being the most prominent. For the most part, the residents of the Maidu Drive neighborhoods have experienced peaceful living for several years. Opening the proposed section of the river to recreational use could and probably will open the door to an increase of people problems. The EIS/EIR does not affectedly address this situation.

E 7. **IS THERE ANY TECHNICAL LINK BETWEEN THE PLANNED RECEATIONAL PARKING FACILITIES AND THE CONSTRUCTION OF THE PUMP STATION?** The Presenters responded NO to this question. This means that in terms of local Maidu Drive neighborhood interest and benefits there is no reason to include recreational facilities in the project if the main purpose is to pump water from the river. In fact, it was noted by one Resident that except for water, there are no other desirable benefits for a majority of the residents of the Maidu Drive area. Many of the residents agreed with this point of view.

C 8. **INCREASED LITTER ON MAIDU DRIVE** has been noticed since the expansion of the PCWA facilities on Maidu Drive. Adding recreational parking facilities which means more traffic, will more than likely increase litter. What agency will pick up the litter on Maidu Drive since it is not part of the proposed ASRA recreational facility?

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.6, Public River Access Features.

C. Please refer to Master Response 3.1.6, Public River Access Features.

D. Please refer to Master Response 3.1.9, Fire Management.

E. Please refer to Master Response 3.1.4, Auburn Dam Construction Bypass Tunnel.

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F 9. **RIVER POLLUTION FROM VEHICLES IN PARKING LOTS** may occur especially during the Winter and Spring seasons. This is especially true for the lower 20 space parking lot that is very close to the river.

G 10. **RESIDENTS ALONG RIVERVIEW DRIVE ARE CONCERNED ABOUT INCREASED TRAFFIC FROM VEHICLES** taking short cuts to reach downtown or other parts of Auburn from Maidu Drive. Riverview Drive is currently plagued by through traffic, as many as 1000 vehicle trips per day. Many vehicles are traveling much faster than the residential speed limit. The draft EIS/EIR does not acknowledge or consider the affects of the proposed recreational traffic on local residential streets especially if the parking lots are full.

H 11. **PROPOSED PROJECT COST:** The weak national and state economies and the September 11th Event is straining federal and state budgets. It was noted by residents that yes we probably need the water, therefore the pumps, but the additional millions of dollars for reconstructing the river channel to pre-dam condition and adding recreational facilities cannot be justified, especially at this time in history.

I 12. **RECREATIONAL NOISE**: Although the EIS/EIR addresses construction project noise, IT DOES NOT REALLY ADDRESS RECREATIONAL NOISE, the primary concern of many residents as voiced at the meeting. The California Department of Parks and Recreation can attest to the fact that the river confluence area at Hwy. 49 has had noise problems especially with those playing drums. This is not a situation that residents in the Maidu Drive area wanting to experience. The residents north of Maidu Drive currently experience noise from the fairgrounds and downtown Auburn area and the PCWA service location. The EIS/EIR does not address the addition of potential recreational noise problems that more than likely will occur as result of allowing additional vehicles and humans into the river canyon.

J 13. **RECREATIONAL AREA PARKING ACCESS VIA MAIDU DRIVE IS BEING PROPOSED**. Most of the Residents were concern and upset regarding this choice of ingress/egress. When asked about Pacific Avenue as an access point, the Presenters responded that it would be MORE COSTLY to use that route. Also, the draft EIS/EIR on page 3-293 states that "to minimize traffic-related impacts to the future camping area near American River Canyon Overlook, construction traffic would avoid use of Pacific Avenue". Residents were surprised that deference was given to campers versus those living in the Maidu Drive neighborhoods. The Presenters were unable to successfully validate the choice of Maidu Drive versus Pacific Avenue which is already in a commercial area with no residential homes. Pacific Avenue also has Railhead Park and the Skateboard Park. Access to parking facilities via Pacific Avenue would solve many traffic, litter, noise and safety concerns.

Written comments and opinions regarding this project must be faxed or hand delivered to:

American River Pump Station Project
Draft EIR /EIS Comments
Surface Water Resources, Inc.
2031 Howe Ave., Suite 110
Sacramento, CA 95825 Or Fax to: 916-286-0957

BY THE END OF THE BUSINESS DAY TUESDAY NOVEMBER 13, 2001

Due to the Veterans Holiday, we are planning to hand deliver responses from the neighborhood to make sure they are received on Tuesday, November 13 since their will be no mail delivery 11/12.

Please drop off your response to Ron Pinnick, 565 Riverview Drive by Tuesday Noon Nov. 13, 2001 OR call and we will pick up your response – 530-889-1202 – if you reach the recorder just leave your address and then place your response by your front door. We will make pick-ups once a day. Thanks for your support – Ron & Laura Pinnick

F. Please refer to Master Response 3.1.6, Public River Access Features.

G. Please refer to Master Response 3.1.6, Public River Access Features.

H. Please refer to Master Response 3.1.4, Auburn Dam Construction Bypass Tunnel and Master Response 3.1.6, Public River Access Features.

I. Please refer to Master Response 3.1.6, Public River Access Features.

J. Please refer to Master Response 3.1.10, Project Access. It is noted that residences along Pacific Avenue have direct driveway access to the street, and have no fencing separating front yards from the street.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	LINDA + LAURN LANGHOFER
ADDRESS:	4105 EAGLES NEST
CITY/STATE/ZIP:	AUBURN, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	(530) 823-6956
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A — AS RESIDENTS OF FALCON'S POINT, WE ARE SADDENED TO THINK THAT OUR NEIGHBORHOOD MAY BE DRASTICALLY AND DETRIMENTALLY CHANGED BY YOUR PROPOSED PROJECT. WE WOULD APPROVE THE RESTORATION OF THE RIVER CHANNEL. BUT WE ARE EMPHATICALLY OPPOSED TO THE ADDITION OF ACCESS ROADS AND PARKING LOTS IN THE CANYON.

WE PURCHASED OUR HOME IN THIS NEIGHBORHOOD BECAUSE OF IT'S RELATIVE QUIETNESS, AND ACCESS TO THE EXISTING TRAILS INTO THE CANYON. WE THINK THAT THE ADDED AUTOMOBILE AND PEOPLE TRAFFIC WILL DETRIMENTALLY CHANGE THE CHARACTER AND SAFETY OF OUR NEIGHBORHOOD. WE ARE ALSO

B — VERY CONCERNED ABOUT THE INCREASED WILD FIRE THREAT THAT WOULD BE CAUSED BY THE INCREASE OF PEOPLE IN THE CANYON.

PLEASE REJECT THE RECREATION AND PARKING FACILITIES PORTIONS OF YOUR PROJECT.

SINCERELY,

Laurn R. Langhofer + Linda Langhofer

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☑ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.9, Fire Management.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Lyle K. Young
ADDRESS:	11140 Wildwood Drive
CITY/STATE/ZIP:	Auburn Ca 95603
BUSINESS AND/OR HOME PHONE/FAX:	
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A Please use Pacific Ave. for the entrance Station for the American River restoration project.

B I live on Maidu Drive and already have too much traffic, noise and litter generated by PCWA. their vehicles travel very fast and create much noise and lose trash from the back of trucks etc., The trucks, tractors, trailers 24 hours a day are not conducive to a quiet neighborhood.

C To my knowledge there was no Environmental Impact study prior to PCWA Occupying the Bureau of Reclamation facilities which were built to house the dam Construction equipment and personell.

If the dam is not to be built, remove the buildings and restore our neighborhood.

L.K. Young

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A. Please refer to Master Response 3.1.10, Project Access.

B. Please refer to Master Response 3.1.6, Public River Access Features.

C. The Proposed Project does not involve a change in use at the Reclamation buildings currently occupied by PCWA. No evaluation is required at this time.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	DALE AND JUDITH HORTON
ADDRESS:	10095 SNOWY OWL WAY
CITY/STATE/ZIP:	AUBURN, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-885-6894
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

SEE ATTACHED

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November 12, 2001

Draft EIS/EIR Comments
Surfaces Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

Re: PCWA American River Pump Station and River Restoration Project

Dear Sirs:

We are opposed to the use of Maidu Drive for vehicular access during the construction phase of this project and for access to a new recreational parking facility for the following reasons:

A
1. Increased traffic on Maidu Drive and the resultant noise such traffic brings. The noise will be especially bad from construction vehicles and from large recreational vehicles.
2. Increased danger to foot traffic along Maidu Drive, particularly to children crossing Maidu Drive to and from school.
3. Excessive trash along Maidu Drive as a result of the increased traffic.
4. Greater danger to residents of the Maidu Drive neighborhood and to their property from the troublesome part of the wide range of people travelling to this new recreational facility.

B
5. Increased air pollution from the exhaust of all the new traffic both during and after construction.

C
6. Spillover of traffic onto the adjacent streets, e.g., Riverview Drive, Falcons Point and Snowy Owl Way, from the increased traffic on Maidu Drive, especially when the proposed parking facilities are full.

D
We strongly recommend that Pacific Avenue be carefully examined as an alternative to Maidu Drive for construction and future access to this project. It is felt that selection of Pacific Avenue would effectively remove the aforementioned concerns.

Very truly yours,

Dale W Horton — Judith A Horton

Dale W. Horton — Judith A. Horton

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. The Draft EIS/EIR evaluates potential air quality impacts due to construction and operation of the Proposed Project (3.15, Air Quality). Please also refer to Response L-3.C for an update to the project operations and public access evaluation.

C. Please refer to Master Response 3.1.6, Public River Access Features.

D. Please refer to Master Response 3.1.10, Project Access.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Ward, Corinne
ADDRESS:	10005 Snowy Owl Way, Auburn, CA 95603
CITY/STATE/ZIP:	Auburn, CA. 95603
BUSINESS AND/OR HOME PHONE/FAX:	530 - 888-1430
ORGANIZATION (IF APPLICABLE):	—

COMMENTS:

Opposed

I live on the Corner of Snowy Owl, Bustic and Maidu dr. at the entrance to Falcons Pt. Subdivision. I have lived here for the past 12 yrs. During that time, I have noticed the increase in use of Maidu dr. for traffic to Skyridge School, City vehicle trucks, and traffic to a number of new sub-divisions. There is also increased foot traffic by Children playing, riding bikes etc.. as well as runners on Maidu drive.

A

There is also litter (and weeds) which have increased at the Falcons Pt. Subdivision extrance on Maidu, which I personally have tried to clean upover these past years.

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JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
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A. Please refer to Master Response 3.1.6, Public River Access Features.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Howard M. Ward
ADDRESS:	10005 Snowy Owl Way
CITY/STATE/ZIP:	Auburn, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

I am opposed to using Maidue Dr. as the entrance to the ~~prosed~~ proposed Recreation & Parking Facilities because:

A 1. Maidue is used by 165± home sites, by parents of children attending Skyridge School when arriving & departing, by the equipment & trucks belonging to the City of Auburn.

B 2. I believe Pacific Ave as the entrance should be evaluated.

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A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.10, Project Access.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Bill & Elaine Rothwell
ADDRESS:	3030 Eagles Nest
CITY/STATE/ZIP:	Auburn, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	(530) 823-5283
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A We are concerned mainly over the fire
B danger and increased traffic and we consider the recreational aspects of this
C project a waste of taxpayers money. The parking lot is very likely also a "partying" lot instead of a convenience for hiking enthusiasts.

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A. Please refer to Master Response 3.1.9, Fire Management.

B. Please refer to Master Response 3.1.6, Public River Access Features.

C. Please refer to Master Response 3.1.6, Public River Access Features. CDPR has not received any calls or complaints regarding activities near the Auburn Dam site entrance along Maidu Drive. Both the City of Auburn Police Department and Placer County Sheriff's Department patrol the area regularly and will continue to do so.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	MICHAEL & TRACY EGAN
ADDRESS:	425 RIVERVIEW DR
CITY/STATE/ZIP:	AUBURN CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	530/889-0332 - 916/652-4698 FAX
ORGANIZATION (IF APPLICABLE):	N/A

COMMENTS:

IT IS UNDERSTOOD THAT PCWA & USBR WOULD LIKE TO MAKE THE CANYON ACCESSABLE TO EVERYONE - IT IS VERY BEAUTIFUL. BUT, THERE ARE MANY REASONS WHY THE ACCESS SHOULD REMAIN AS IT IS - THERE ARE AS follows:

A 1) THIS ~~AREA~~ AREA would BE THE FIRST DIRECT ACCESS VIA AUTOMOBILE ON THE RIVER - WHY? THE RIVER IS A BEAUTIFUL, NATURAL WONDER AND SHOULD REMAIN SO, FREE OF POLLUTION, NOISE, TRAFFIC, LITTER, ETC. ACCESS ~~SHOULD~~ REMAIN AS IT IS.

B 2) MANY PEOPLE ALREADY USE THE ROADWAYS - BIKING IS HIGH, RUNNERS ENJOY THE TRAILS FREE OF CARS, HORSEPERSONS ARE FREQUENTLY SEEN AS ARE WALKERS, HIKERS TO NAME A FEW.

A 3) SOUND TRAVELS - THE TEENAGERS will TAKE ADVANTAGE OF A NEW AREA TO PARTY, THUS CREATING MORE NOISE & TRASH TO THE AREA; THE ENTIRE AREA !!!

C 4) THE SMALLER AREA SURFACE STREETS CANNOT HANDLE THE EXCESS TRAFFIC; MOST STREETS DO NOT HAVE SIDEWALKS & NARROW WHICH LEAVES AREA RESIDENTS WITH NO WHERE TO WALK →

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A. Please refer to Master Response 3.1.6, Public River Access Features.

B. These uses would continue to be permitted in the project area. The Proposed Project includes design features to minimize potential trail and roadway user conflicts. Please refer to Master Response 3.1.6, Public River Access Features.

C. Please refer to Master Response 3.1.6, Public River Access Features.

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C

CREATING A PEDESTRIAN NIGHTMARE. PEOPLE ALREADY SPEED UP MAIDU FROM THE BOTTOM OF THE HILL, NARROWLY MISSING CHILDREN, WALKERS + ANIMALS. WHO will take RESPONSIBILITY FOR DEATH OR INJURY - THE PCWA + USBR will be THE FIRST PERSONS NAMED ~~B~~ IN LAWSUITS, AND THEN WE AS TAXPAYERS will ~~HAVE~~ END UP ~~TO~~ PAYING THE PRICE.

D

FINAL NOTE - I KNOW YOU CAN'T FIGHT PROGRESS BUT THE PRICE IS HIGH HERE. THE AREA WAS ONCE RAVAGED BY THE DAM BUILDERS, THEN WAS ALLOWED TO GO BACK TO ITS NATURAL STATE SOMEWHAT. THE ROADWAYS HAVE DETERIORATED AND THIS SHOULD REMAIN A NATURAL NATURE AREA. THOSE WHO ENJOY THE CANYON, DO SO FREE OF WORRY. ~~OF THAT~~ HUNDREDS OF PEOPLE ENJOY THE AREA EVERY DAY! PUT UP PEDESTRIAN GATES IF YOU HAVE TO - I WOULD PAY TO USE THE TRAILS BUT LEAVE CARS OUT OF THE PICTURE; THEY HAVE NO PLACE AT THE BOTTOM OF THE CANYON.

E

IF YOU MUST GO FORWARD, THE ENTRANCE ON PACIFIC IS MORE SUITED FOR ACCESS. THERE ALREADY IS A STOPLIGHT ON AUBURN FOLSOM TO ACCOMODATE TRAFFIC AND THE DAM OVERLOOK CAN HANDLE OVERFLOW, THIS IS A "NO BRAINER" TO ME, WITHOUT MUCH COST TO US THE TAXPAYER.

D. Please refer to Master Response 3.1.5, Project Area River Restoration and Master Response 3.1.6, Public River Access Features.

E. Please refer to Master Response 3.1.10, Project Access.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Paul + Marti Magenheimer
ADDRESS:	1730 Vista Del Monte
CITY/STATE/ZIP:	Auburn, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

We would like to express our concern about the PCWA American River Pump Station + River Restoration Project. We very strongly object to Maida Dr being the access road for the recreation users to get to the river. We have noticed a marked increase in traffic since the Placer County Water Agency has moved their office to Maida Drive. Adding recreational users traffic to our residential neighborhood is unacceptable.

A

We are concerned about the school children who have to cross Maida Dr to get to Skyridge School. People would start using Riverview Dr, through a residential neighborhood to reach Maida from town. There has been no research of alternative access, such as Pacific St + Hwy 49.

With the state economy being so bad we fel it will involve too much money to finance a recreational facility. We also think its not necessary to spend money to close the tunnel at this time.

B

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
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A. Please refer to Master Response 3.1.10, Project Access.

B. Please refer to Master Response 3.1.4, Auburn Dam Construction Bypass Tunnel and Master Response 3.1.6, Public River Access Features.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Linda + Michael Henretty
ADDRESS:	4020 Eagles Nest Way
CITY/STATE/ZIP:	Auburn, Ca 95603
BUSINESS AND/OR HOME PHONE/FAX:	889-1028
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

We have serious concerns regarding the proposed Am. River Restoration Project and especially the Planned Recreation Parking Facility! Our primary concern is the fire danger to the canyon and BRL land surrounding our neighborhood. Where there are people day camping and cooking outdoors, there is always the danger of accidental fire; either caused by carelessness or inattentiveness. One year ago this summer, our neighborhood was on standby alert to evacuate because of a fire caused by a spark from a horseshoe striking a rock. Although this was an extremely unusual event, knowing that the Recreational area would be used every day during our hot + dry summers, would cause us to be on even more "fire alert" all summer long. We implore you to consider this very real danger to our neighborhood. Our other concerns include the markedly increased traffic on Maidu Dr. The children walking to Skyridge School, who cross Maidu Dr twice a day, would be at an increased risk! The noise and litter that increased traffic always brings is also of great concern to us. There must be a better plan! Lets all work together and not proceed until all areas of concern have been adequately addressed.

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Sincerely Linda + Michael Henretty

A. Please refer to Master Response 3.1.10, Project Access.

B. Please refer to Master Response 3.1.6, Public River Access Features.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	DAVID HALBROOK
ADDRESS:	401 MAIDU DR
CITY/STATE/ZIP:	AUBURN, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	530 885-3680
ORGANIZATION (IF APPLICABLE):	N/A

COMMENTS:

I am very much opposed to providing vehicle access to the roads in the canyon below Maidu and Riverview Drives. The access roads should remain closed. Increased traffic, camping and other recreational uses will greatly increase noise polution. The trail along the Canal is already used by lots of people trespassing over private property. The easements for the canal were never intended for recreational uses but were intended only for access to transmit water and to maintain the canals.

There is extreme fire danger in this area already and nothing has been planned to decrease the fire danger. Howard Leal, the retiring fire chief has said on many occasions that an oakland type fire is inevitable in this area. It is not a matter of if but a matter of when according to Leal. As homeowners we have no ability (over)

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A. Please refer to Master Response 3.1.6, Public River Access Features.

B. PCWA does not own the property, but, has access easements along the raw water conveyance canals throughout its service area. Some portions of these canals fall within the Auburn SRA and Reclamation/CDPR permit public use (hiking) along these paths. PCWA reports receiving only about three calls per year from landowners concerned about public use on private lands.

C. Please refer to Master Response 3.1.9, Fire Management.

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to control mitigation of fire danger on other than our own private property. Something should be done to mitigate fire danger in this canyon on both public and private lands and such provisions should be enforceable and actually enforced.

C

First take care of mitigation of the extreme fire danger before even considering increasing recreational facilities in this area of the canyon.

We, on the canyon rim on Maidu and Riverside are already burdened with public use of the trails in the canyon below us but also from the noise, which is considerable, from Railhead parks and the fairgrounds. Events held there should terminate at 10 PM instead of going on until 11PM or midnight as they do now.

D

Residents should be notified by mail of public meetings concerning these issues. No notice was given of the now 7 information session.

E

David Hallbrook

D. Please refer to Master Response 3.1.6, Public River Access Features for discussion of project-related noise. Noise issues arising from events held at Railhead Park and the fairgrounds exceed the boundaries and jurisdiction of this project and the matter should be referred to city or county officials.

E. The lead agencies have provided public notice of meetings and environmental documentation availability as required by CEQA and NEPA. Please refer to Response L-95.A.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	John A Mark
ADDRESS:	395 Riverview Dr.
CITY/STATE/ZIP:	Auburn, Ca.
BUSINESS AND/OR HOME PHONE/FAX:	8856064
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A The recomedation that a parking lot for trucks & buses for ~~arriving~~ arriving rafters & other facilities is bad. It is a purely a lucretive business venture, it is not the P.C.W.A's function to provide funds & land for business purposes. As for potential income for Auburn that is nonsense. The ~~Rafting~~ Rafting co. originate in Eldorado Cnty, and the income will surely go back to Eldavdo county - unless of course some benefits should find their way back to some officials by way of gifts or soft campaign funds. If the canyon was so beatiful that millions of dollors of tax payers money is to be spent on diverting the river, & restoration of the american river to its original image. What is the rationalization of allowing ~~an~~ ugly conglomuation of old trucks buses & hundreds of turists, many of them drunck milling about in Auburn's canyon? Let them build it somewhere on the Eldorado or Sacromento side.

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A. Please refer to Master Response 3.1.6, Public River Access Features. CDPR is not proposing or permitting commercial rafting use in this section of the river, as part of this project. It also is noted that CDPR would prohibit alcohol in the area.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

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PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	GEORGE COE
ADDRESS:	1885 VISTA DEL LAGO, ~~Auburn~~
CITY/STATE/ZIP:	Auburn
BUSINESS AND/OR HOME PHONE/FAX:	916-773-6636
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A 1. WHAT IS POTENTIAL FOR INCREASED FIRE EXPOSURE?
B 2. Intersection MAIDU Rd/Auburn Folsom - Left Turn onto Auburn/rd currently problem during commute HOURS - WHAT IMPACT will project have on this intersection?
C 3. ARE WE TALKING 210 TRIPS per day? - WHAT HOURS?
D 4. WHAT ARE pro's and con's of PACIFIC vs MAIDU ACCESS?
E 5. who did the EIR?

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A. Please refer to Master Response 3.1.9, Fire Management.

B. Please refer to Master Response 3.1.6, Public River Access Features. The City of Auburn will install a traffic signal at the Maidu Drive/Auburn-Folsom Road intersection later this year (2002).

C. Please refer to Master Response 3.1.6, Public River Access Features. The lead agencies, in consultation with CDPR, have reduced the total number of parking spaces at the project site from 70 to 53. This change results in an estimated peak value of 206 river-related trips to the project site. Specific hours of operation have not been determined; however, it is anticipated that the area would have limited and seasonal hours tied to boating uses through the area.

D. Please refer to Master Response 3.1.10, Project Access.

E. Chapter 5 of the Draft EIS/EIR lists the agencies and companies involved in preparation of the EIS/EIR and supporting documentation.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

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PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Gerald & Muriel Del Agostino
ADDRESS:	165 River View Drive
CITY/STATE/ZIP:	Auburn CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	885-1266
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A The apparent goal of this project was to restore the river channel to its original course and construct a new pump station for PCWA.

B There is no need or apparent reason to build any recreational facilities which were not there before. These would only bring additional trash along access roads and greatly increase fire danger. For some reason the existing pump station which is noisy to those of us living along River View Drive, was not addressed. Will the new pump station be louder and carry up to the homes? There must be a way to eliminate

C this frustrating ~~fact~~ noise when the new pump station is to be built. As far as we are concerned, we would prefer to have this entire project cancelled!

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A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.9, Fire Management.

C. Please refer to Master Response 3.1.6, Public River Access Features.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Hanna Wilfley
ADDRESS:	10100 Snowy Oak Way
CITY/STATE/ZIP:	Auburn Ca 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-889-1253
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A I acknowledge the need for the proposed pumping station, and the desire to return the river to its natural state.

B However: opening the recreation site to parking lots and creating an access road through existing residential areas is not "returning to a natural state."

C Those improvements create real problems for those residents who have invested in homes here. Our families would be put in jeopardy.

D Our property is in increased personal danger from an up-slope fire with every increase in the number of people who have access to the area below us.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ ***Please check here if you would like to be on the project mailing list.***

A. Comment noted.

B. Please refer to Master Response 3.1.6, Public River Access Features and Master Response 3.1.5, Project Area River Restoration.

C. Please refer to Master Response 3.1.6, Public River Access Features.

D. Please refer to Master Response 3.1.9, Fire Management.

L-190

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Beverlee Holm
ADDRESS:	540 Riverview Dr.
CITY/STATE/ZIP:	Auburn, Ca. 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-885-8054
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A As a home owner in this area I have two, I believe, serious objections to this project. One, Maidu Dr. is busy enough with residents and Sky Ridge School. It is not equipted to accomidate the amount of traffic this would generate. Two, the danger of fire. Maidu Dr. was closed to all but emergency vecicles last year due to the fire below Folsoms Point. I sincerely hope these problems and others have been taken into consideration.

B

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.9, Fire Management.

L-191

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	BETTY BROUGHER
ADDRESS:	1755 VISTA DEL MONTE
CITY/STATE/ZIP:	AUBURN CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	530.823.5151
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

I think you should consider the entrance at Pacific street. for the following reasons:

A Maidu would become dangerous (a) for the school children, (b) increase traffic load, (c) increase pollution, (d) easy access for transients and homeless to live and or sleep there (e) would increase the insecurity of the home owners.

B I DEFINATELY OPPOSE THE MAIDU ENTRANCE!!!

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.10, Project Access.

B. Please refer to Master Response 3.1.6, Public River Access Features.

L-192

Steven L. Hiatt P.E.
545 Riverview Drive
Auburn, CA 95603

November 9, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

SUBJECT: American River Pump Station Project - Draft EIS/EIR Comments

To whom it may concern:

As a resident off Maidu Drive in Auburn, I am particularly interested in the upcoming PCWA American River Pump Station project. My family and I have lived in Auburn for over twelve years and believe that this project, as described in the Draft EIS/EIR, will have both positive and negative impacts on our lifestyle.

A I have obtained and read a Draft EIR/EIS as well as the two volumes of appendices. I also attended the Public Hearing on October 11, 2001, and the Maidu Drive informational meeting on November 7, 2001.

In general, I am in favor of the proposed Mid-Channel diversion alternative and the three specific items identified as the project purpose: 1) to provide a pump station to convey Middle Fork Project waters; 2) to eliminate safety issues associated with the existing bypass tunnel; 3) to restore the river channel. However, there are elements associated with the recreational aspects of restoring the river channel that I am opposed to and I believe need further study. In particular, I am against the idea of allowing vehicular traffic into the canyon other than PCWA maintenance crews, and emergency vehicles. I feel that items within the environmental document associated with transportation and circulation into the recreational area, and fire hazards within the canyon are not properly addressed. My comments under these two headings follow:

FIRE HAZARDS

B 1) I am amazed that Chapter 3.0, Affected Environment and Environmental Consequences, of the Draft EIR/EIS do not include a section on fire hazards. I believe that the increase in fire hazards due to increased public access into this area of the canyon is a SIGNIFIANT ENVIRONMENTAL CONSEQUENCE.

c:\hiatt\pcwa letter.doc

A. Project support noted.

B. The Draft EIS/EIR recognizes the potential for increased fire hazards associated with the Proposed Project. Please refer to Master Response 3.1.9, Fire Management.

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B

There are very few areas within the Draft EIR/EIS that comment on fire hazards due to the increased public use of the canyon. Since facts are not stated in the document, I can only assume that the increased fire risks are great! It was commented by Mike Lynch of the California Department of Parks and Recreation, at the November 7, 2001 informational meeting that the American River confluence area has a major fire every three to four years. Whereas the unpopulated reach of the canyon near the dam site experienced its first major fire last year, since about 1977. I interpret this to mean that the populated areas of the canyon experience fires about six to eight times as frequently as non-populated areas. This seems like a VERY SIGNIFICANT IMPACT to the homeowners in my neighborhood, who were just reminded of the local fire danger about a year ago.

Obviously, a method to minimize the fire hazard with this reach of the canyon is to eliminate public vehicular access into the recreational area. I request that public vehicular access into the canyon remain prohibited at the project site, just as it currently is. This action will help protect homeowners who live on the edge of the canyon from future fires.

2) A comprehensive fire prevention and suppression plan is to be completed prior too opening the area for public use, as stated in the environmental document. Since many activities will occur during construction that may result in increased fire hazards, it seems prudent that the fire prevention and suppression plan be completed and implemented prior to beginning construction. Of course, I assume that the local fire districts and CDF will be instrumental in preparing and implementing this comprehensive fire prevention and suppression plan.

TRANSPORTATION AND CIRCULATION

C

3) The proposed project is to create two entrances into the canyon, by either Maidu Drive or Pacific Avenue, as stated in the Draft EIR/EIS. Access to the Pump Station is to be through the Pacific Avenue entrance. I understand that this component of the project will require some new road construction from approximately the tunnel portal to the pump station. Public access to the river is currently thought to be via Maidu Drive. This access will also require some road construction.

I recommend, that if it is determined to allow public vehicular access into the canyon, that all access is through only one entrance at Pacific Street. Pacific Street currently has a lower Average Daily Traffic (ADT) than Maidu Drive, and is used to access several other recreational areas, such as Railhead Park, the Auburn Dam Overlook, the new skateboard park, the Western States 100 trail, and the future camping area near the American River Canyon Overlook. In addition, "residences exist along Maidu Drive but not along Pacific Avenue" (as per page 3-288 of the DEIR/DEIS). Therefore, there is a greater impact to Maidu Drive properties then to Pacific Avenue when considering access into the canyon.

In order to access the two proposed parking lots from a Pacific Avenue entrance, roadway improvements will be required at the location of the existing temporary roadway and the

C. Please refer to Master Response 3.1.10, Project Access.

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November 9, 2001
Page 3

C

Dam keyway. I understand that at this location, a substandard roadway width exists, as well as an unacceptable horizontal curve. Construction costs to improve this condition are minimal when compared to the $31 million project cost. Furthermore, this option will continue to hold the quality of life benefits of the residences off of Maidu Drive.

I request that if it is determined to allow public vehicular access into the canyon, the option of using only a Pacific Avenue entrance be further studied and reported on in the Final EIR/EIS. I also request that the Maidu Avenue access into the recreational area be eliminated from the Final EIR/EIS.

D

4) Section 3.14.2.5 Environmental Protection and Mitigation Measures, of the Draft EIR/EIS states that "Pacific Avenue would not be used for construction related traffic". This indicates that during the construction period, all traffic is to use the Maidu entrance. Because of the points presented in item 3 above, I am opposed to the use of Maidu Drive as a construction entrance to the project.

E

5) The Draft EIR/EIS states that the estimated vehicle trips per day into the recreation area are 210. This is based upon the use of 70 spaces with only half the spaces being used by two vehicles per day. My opinion is that this estimate on a peak recreational day is extremely low. It was even stated by Jim Micheaels, of the California Department of Parks and Recreation, at the November 7, 2001 informational meeting that this may be a low figure. The traffic data should be reanalyzed so that more accurate numbers can be reported on in the Final EIR/EIS.

Section 3.14.1.1 of the Draft EIR/EIS reports on ADT volumes for Highway 49, and the intersection of Auburn-Folsom Road and Maidu Drive. However, the document does not address what the current ADT is on Maidu Drive, nor is the Level of Service (LOS) reported on. With this in mind, how can the proponents of the project possibly state that the impact significance on Maidu Drive due to increased traffic levels is "Less than Significant"? It appears that not enough factual information is known. I request that this information be reported on in the Final EIR/EIS, and the option of using Maidu Drive as a vehicular entrance into the recreation area is removed.

If you should have any questions regarding my comments on the Draft EIR/EIS, please feel free to contact me. I also request that I be informed of any future public meetings on this project. Please send me a copy of the Final EIR/EIS, and a Record of Decision upon completion of those documents.

Sincerely,

Steven L. Hiatt P.E.

c:\hiatt\pcwa letter.doc

D. Please refer to Master Response 3.1.10, Project Access.

E. Please refer to Master Response 3.1.6, Public River Access Features.

L-193

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Bryan + Michelle Cooke
ADDRESS:	535 Riverview Drive
CITY/STATE/ZIP:	Auburn, Ca 95603
BUSINESS AND/OR HOME PHONE/FAX:	823-5498
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A We understand the need to put in a new pumping station, and your desire to return the river to its natural flow. However, using Marsh Drive as an entrance for a recreational area is not acceptable. There is another alternative for a finished entrance site with less impact to surrounding homes, on Pacific. It would be fine for the construction trucks to access the construction site via Marsh due to cost and the weight of the trucks, but Pacific should be used as the best alternative for light vehicle traffic as there would be considerably less of an impact on the residents. We do not wish to have a Douglas Blvd / Folsom Lake entrance problem in our community. Why not just use your money

B to make Rattlesnake Bar more user friendly?

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.6, Public River Access Features and Master Response 3.1.10, Project Access.

L-194

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Marianne E. Rose
ADDRESS:	1825 Vista Del Lago
CITY/STATE/ZIP:	Auburn, Ca 95603
BUSINESS AND/OR HOME PHONE/FAX:	(530) 889-1954
ORGANIZATION (IF APPLICABLE):	n/a

COMMENTS:

Having attended a meeting this past Wednesday night 11/7/01, listed are my main concerns regarding the proposed project "American River Restoration". There are many concerns, one is making this a recreation facility and having the entrance on Maidu Drive just below my home. The increase in traffic for one is not desirable, as they stated 70 cars will be allowed to park, but what about the ones who do not get in and park along Maidu Drive??

A

FIRE IS A BIG CONCERN.... Nothing has been done to this BLM land in 20 years. The underbrush is horrible. We are in eminent danger of a fire, and adding the public to this area, just makes it worse. A fire can come up the canyon and destroy this entire housing area. What is worse is the fact that there are not too many outlets if a fire does come up the canyon, so not only are we in danger to getting out, but so is the public all trying to get out on Maidu.

B

Then there is the problem of littering. Once you get a group of people in an area, there is debris. The rangers cannot keep our national parks how is one ranger going to keep this area from vandelism, or any other crime. Our homes are in danger.

C

No other alternative was recommended. Just Maidu. Why? There are other areas that could be considered, one being Pacifica street. There are no private homes in that area, not like it is off of Maidu.

D

Maidu drive is inadequate to accommodate that much traffic. There is a new housing development off of Maidu with 27 new homes, dumping

C

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JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

☐ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.9, Fire Management.

C. Please refer to Master Response 3.1.6, Public River Access Features.

D. Please refer to Master Response 3.1.10, Project Access.

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C | out on Maidu. Not to mention the Skyridge school. Little kids cross our streets everyday, it is a danger to them.

You cannot get out and make a left turn on Auburn Folsom Road. Think of the traffic on a weekend turning on Maidu to go to this facility.

E | Why when we have the Folsom Dam so close by do we need public facilities in our neighborhood. The lobbyists from the rafters ~~much~~ must have put up a lot of bucks to push this through.

And who will be responsible to police the area if this is a Federal area???

I feel you can do a better job of relocating this idea. I am definitely against it and will be writing my congressman, senator, etc.

Sincerely,

Marianne E Rose

Marianne E. Rose
1825 Vista Del Lago
Auburn, Ca 95603

E. Please refer to Master Response 3.1.6, Public River Access Features.

L-195

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Linda Simpson
ADDRESS:	11220 Rosemary Dr.
CITY/STATE/ZIP:	Auburn, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-889-9269
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A The addition of recreational parking essentially changes a quiet suburban neighborhood into a thoroughfare for commercial goers. A projected vehicle increase of over 310 trips per day is a whopping 10-15% - more than just statistically significant. Considering the number of children and others cruising Maidu + walking or biking in the area, we would certainly be opposed to an increase in traffic and presence of outsiders.

B It is in everyone's best interest to use the established route on Pacific St. I would not be too concerned about campers in that area being disturbed by traffic noise - I imagine that many of them would be those very persons driving through our neighborhood to find access here. Perhaps having everyone in that proximity would make overnight and clean up more effective and less costly for all citizens.

C

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.6, Public River Access Features. CDPR is not proposing or permitting commercial rafting use in this section of the river, as part of this project.

B. Please refer to Master Response 3.1.6, Public River Access Features.

C. Please refer to Master Response 3.1.10, Project Access.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Eugene F HANSEN
ADDRESS:	445 Riverview Dr
CITY/STATE/ZIP:	Auburn CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	530 885 4856
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A
(1) The Neighbor impact information packet of which you should have a copy certainly lays the issues on the line. They are absolutely correct and I support them.

(2) A factor neglected is that in the 1960s original proposal for a bridge not considered here & will increase traffic unaccounted.

B
(3) the loud voices for Save our Canyon are probably a small local minority OVERLOOKing the advantages of a lake to have more recreation available to MORE people than a canyon which older or infirm find it difficult.

C
(4) I fear camping in a residential area is just asking for problems.

(5) SAVE OUR BeautiFul TOWN.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
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A. Comment noted.

B. Comment noted.

C. The Proposed Project would not include any provisions for overnight parking or camping. Please refer to Master Response 3.1.6, Public River Access Features.

L-197

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Jill Sweeney
ADDRESS:	580 Perkins Way
CITY/STATE/ZIP:	Auburn, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	925.875.1887 fax 530.885.6786 phone
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A — We live on the corner of Maidu and Berlin, We are against the proposed use of Maidu as an access road for the American River restoration project and park facility in the Canyon below our neighborhood. The increase in traffic behind our home would make the noise level unbearable and the increase

B — in air pollution is a health concern to my family. We have two small children who attend Skyridge elementary and the increase in traffic is a serious safety

C — risk to our children. We do not want to see an increase in litter and river pollution from all of the tourist that will be traveling to the park. We would like to see Pacific Ave used as the access point.

jillsweeney

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
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A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.6, Public River Access Features.

C. Please refer to Master Response 3.1.10, Project Access.

L-198

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Eric Christopher Sweeney
ADDRESS:	580 Perkins Way
CITY/STATE/ZIP:	Auburn Ca 95603
BUSINESS AND/OR HOME PHONE/FAX:	
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A — My Family's house is located on the corner of Maidu and Berlin, we hear and feel every vehical that uses Maidu road. We are against the use of Maidu for access to the American River. We believe the EIS is incomplete. Our Neighborhood is a peaceful environment and the addition of a local parks access to the American River will introduce a negitive impact on our neighborhood. Furthermore if the intendal project is to restore the river

B — to natural flow and condition before the dam project then the Park and parking lots should be omitted.

C — We are concerned with the safety of the neighborhood children including our own with the increased traffic, Noise and non-residential traffic that will be viewing our Neighborhood. In 2000 we had a fire in the Canyon below Our Neighborhood and an increase in River and Canyon use will increase fire Danger. The EIS does not address the fire concerns that will arise during the Construction of the project. A more indepth study is needed on the use of Pacific st.

D — for the Entrance to the Park and River. The well being of the Residents along Maidu must be addressed if the project is to be worthwile and Successful.

Thank you Eric Sweeney

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☐ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.5, Project Area River Restoration.

C. Please refer to Master Response 3.1.9, Fire Management.

D. Please refer to Master Response 3.1.10, Project Access.

L-199

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	RANDY AND KATHRYN RICE
ADDRESS:	4130 EAGLES NEST
CITY/STATE/ZIP:	AUBURN CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	(530) 889-4314
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

(WHEN ECONOMICALLY FEASIBLE-NOT NOW)
WE ARE 100% FOR THE PUMPSTATION + RIVER RESTORATION.
WE ARE 100% AGAINST RECREATIONAL PARKING FACILITIES BEING AT THE BOTTOM OF MAIDU DR. WHY WOULD THAT EVEN BE CONSIDERED WHEN SUCH EXISTS ALREADY AT THE FORMER DAM OVERLOOK SITE? THAT AREA IS ALREADY A RECREATIONAL AREA — RAILHEAD PARK, SKATE BOARD PARK, HORSE TRAIL ACCESS + PARKING, THE GOLD COUNTRY FAIRGROUNDS — THESE EXIST THERE + ADDING BETTER RIVER ACCESS THERE MAKES SENSE + IS MORE COST EFFECTIVE. PATHS EXIST, ROADS EXIST — TO US THIS IS A "NO BRAINER" DECISION. ADDITIONALLY, WE DON'T SEE HOW IT CAN BE "MORE COST EFFECTIVE" TO START ANEW AT THE BOTTOM OF MAIDU. ALL OF THE CONCERNS ADDRESSED AT THE NOV 7TH MEETING ARE VALID, JUST AND REAL. TO CONSIDER THIS PATH IS A TRAVESTY — TO PROCEDE AMID VERY ARTICULATE AND JUST CONCERNS WOULD BE A TRANSGRESSION.

Randy W Rice Kathryn A Rice

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

☒ *Please check here if you would like to be on the project mailing list.*

A

A. Please refer to Master Response 3.1.10, Project Access and Master Response 3.1.6, Public River Access Features.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Dawn Andrade
ADDRESS:	520 Perkins Way
CITY/STATE/ZIP:	Auburn, Ca 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-889-0211
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

Maidu Dr is currently a two-lane road. The traffic it receives from Skyridge school currently is not even adequate to handle at this time. Any additional traffic would hinder school bus schedules as well place a risk of pedestrian injuries. Should a traffic accident occur, the road would be gridlocked. Consequently, as volumes of cars increase, parents will resort to getting to school thru our residential backstreets creating more problems. A new subdivision of homes at the corner of Shirland Tract and Maidu is underway. What about this additional population added? If this takes place, a traffic signal would most definitely need to be placed at the corner of Maidu & Auburn Folsom Rd I thought

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

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A. Please refer to Master Response 3.1.6, Public River Access Features.

B. The City of Auburn has plans to install a traffic signal at the Maidu Drive/Auburn-Folsom Road intersection later this year (2002).

L-200, pg. 2

the city of Auburn did not want the Auburn Dam due to increased population issues such as this. Isn't this defeating the purpose. Mardo road (at the top) has been closed since the 70's when the Auburn Dam was halted. What is the reasoning all of a sudden to open it up after all this time and what are the advantages/ improvements it will make to our local community.

C

C. Please refer to Master Response 3.1.6, Public River Access Features.

L-201

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	RITA + JOE KRAYNIK
ADDRESS:	1735 FOXRIDGE CIRCLE
CITY/STATE/ZIP:	AUBURN, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A AGAINST ACCESS DOWN MAIDU DRIVE, ALREADY TOO MUCH TRAFFIC CONGESTION.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.6, Public River Access Features and Master Response 3.1.10, Project Access.

L-202

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	David Ryan
ADDRESS:	11155 Rosemary Drive
CITY/STATE/ZIP:	Auburn CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-823-5820
ORGANIZATION (IF APPLICABLE):	N/A

COMMENTS:

A — I object to road access and parking lots of the proposed Restoration Project. Maidu drive is a neighborhood road which primarily serves Sky ridge Elementary School. It is negligent to direct traffic along this school access route. The use of Pacific Avenue is an obvious choice for the construction project.

B — Parking lots are an eyesore and a source of pollution.

A — Automobile access will bring trash, noise, and danger to the river.

C — Restoring the river to its natural beauty is a good idea. Increasing traffic, noise and pollution by building parking lots is only detrimental to the river ecosystem.

D — The increased access will also increase fire danger and adversely affect security in the surrounding neighborhoods. Please do not build parking lots and do not use Maidu Drive.

E — Your plan is flawed and you have not actively asked for public input. STOP!

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.10, Project Access.

C. Please refer to Master Response 3.1.6, Public River Access Features. The Proposed Project design includes extensive environmental protection measures to minimize and avoid impacts.

D. Please refer to Master Response 3.1.9, Fire Management.

E. Please refer to Response L-95.A

L-203

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	RON PINNICK
ADDRESS:	565 RIVERVIEW DR.
CITY/STATE/ZIP:	AUBURN, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-889-1202
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

PLEASE SEE ATTACHED.

THANKS!

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

☑ ***Please check here if you would like to be on the project mailing list.***

L-203, pg. 2

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Ave., Suite 110
Sacramento, CA 95825

I would like to call your attention to concerns I share with many other Auburn residents regarding the proposed PCWA American River Pump Station Project.

I recognize and agree with the primary purpose of the project which is to install permanent pumps in the American River.

However, I am really concerned about the proposed recreational parking facilities and the use and impact on Maidu Drive as the main access route.

I strongly feel that the many impacts on the surrounding residential neighborhoods will negatively alter our quality of life as we know it today and have for many years.

I believe that the impacts on the Maidu Drive neighborhoods has not been adequately considered and deserve further review.

Please review the following attached concerns.

Responses to my concerns will be very much appreciated.

Regards,

Ron Pinnick
565 Riverview Drive
Auburn, CA 95603

530-889-1202

Detailed comments labeled on following pages.

L-203, pg. 3

A

1. If the intent of the project is to restore the river to it its historic pre-dam channel and pump water, WHY IS IT NOW NECESSARY TO INCLUDE ROADS AND PARKING FOR RECREATIONAL USAGE? Please respond as to how and why recreational facilities are important to this project.

B

2. INCREASED VEHICLE TRIPS BEYOND WHAT THE EIS/EIR IS PREDICTING. The EIR contends that at peak recreational use there will be an increase of 210 vehicle trips in addition to the 1500-2000 vehicle trips per day that the City of Auburn Traffic Engineering study states. I feel that the Auburn Traffic Engineering study for Maidu Drive is on the low side and that ANY additional traffic is traffic we don't need. Has an EIR been drafted for the current PCWA service location on Maidu Drive?

   IF THE PARKING LOTS ARE FULL, visitors will be turned away at the proposed manned gate on Maidu Drive. This means that vehicles will either continue on and end up on Riverview Drive or turn around and return to Auburn- Folsom Road and that Maidu Drive will end up with many more vehicle trips than the current draft EIS/EIR is suggesting. Please respond as to how these traffic concerns would be mitigated.

C

3. SCHOOL CHILDREN SAFETY CONCERNS for the Maidu Drive Area. Children from residences on the south side of Maidu Drive must cross Maidu to reach the Skyridge school and then return home. Increased traffic during construction of at least 35 to 70 additional vehicle trips per day will expose school children to unwanted and unneeded danger. After construction, anticipated recreational vehicle trips could reach 210 per day per the EIS/EIR in addition to the 1500-2000 trips Maidu Drive currently experiences. Please respond as to how school children safety will be maintained under increased traffic conditions. An alternate access location such as Pacific Avenue would be a better solution.

D

4. INCREASED FIRE DANGER to homes that border the canyon as a result of increased human and vehicle activity down in the canyon. There is no current plan in place that would protect homes as result of increased human recreational activity in the canyon. A fire plan is in the planning stages but would not be put into effect until after Pump Station construction is finished. I feel that a fire plan should be activated at the beginning of construction and that ELIMINATION OF PROPOSED RECREATIONAL FACILITIES WOULD BE THE BEST APPROACH TO FIRE PROTECTION FOR HOMES. Please provide detailed fire prevention measures that can be shared with other homeowners.

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.6, Public River Access Features.

C. Please refer to Master Response 3.1.6, Public River Access Features.

D. Please refer to Master Response 3.1.9, Fire Management.

L-203, pg. 4

C

5. CRIME - HOMEOWNER AND PERSONAL SAFETY AND SECURITY from undesirables that the recreation and parking facilities will likely draw. The EIS/EIR does not appear to have any response for this issue although the Park Ranger did review situations and frequency of occurrences that could happen, vandalism being the most prominent. For the most part, Maidu Drive neighborhoods have experienced peaceful living for several years. Opening the proposed section of the river to recreational use could and probably will open the door to an increase of people problems. Please respond to how safety and security would be managed and by whom.

E

6. IS THERE ANY TECHNICAL LINK BETWEEN THE PLANNED RECEATIONAL PARKING FACILITIES AND THE CONSTRUCTION OF THE PUMP STATION? The answer that I heard was NO. Why then does the PCWA Pump Station project include recreational parking facilities? It is not clear from the EIS/EIR as to HOW RECREATIONAL PARKING FACILITIES GOT INTERTWINED WITH A WATER ENTITLEMENT PROJECT. Please explain how the EIS/EIR process concluded that recreation access should be part of the project.

C

7. INCREASED LITTER ON MAIDU DRIVE has been noticed since the expansion of the current PCWA service facilities on Madiu Drive. Adding recreational parking facilities in the canyon or anywhere, which means more vehicle traffic, will more than likely increase roadside litter. What agency will be responsible for picking up the litter on Maidu Drive since it is not part of the proposed ASRA recreational facility? Please respond.

F

8. RIVER POLLUTION FROM VEHICLES IN PARKING LOTS may occur especially during the Winter and Spring seasons. This is especially true for the lower 20 space parking lot that is very close to the river. Please respond as to the methods or engineering design elements that will be used to protect the river from oil and other vehicular pollution.

C

9. RESIDENTS ALONG RIVERVIEW DRIVE ARE CONCERNED ABOUT INCREASED TRAFFIC FROM VEHICLES taking short cuts to reach downtown or other parts of Auburn from Maidu Drive. Riverview Drive is currently experiencing as many as 1000 vehicle trips per day. Many vehicles are traveling much faster than the residential speed limit. The draft EIS/EIR does not acknowledge or consider the affects of the proposed recreational traffic on local residential streets especially if the parking lots are full and vehicles are to be turned away at the Maidu gate entrance. How will parking overflow traffic be managed so as not to flood local residential streets? Please respond as to what the recreational traffic management plan is for Maidu Drive and local residential streets and what agencies will be involved.

E. Please refer to Master Response 3.1.6, Public River Access Features.

F. Please refer to Master Response 3.1.6, Public River Access Features.

L-203, pg. 5

G

10. PROPOSED PROJECT COST: The weak national and state economies and the September 11th Event is straining federal, state and local government budgets. I can understand the need for pumping water, therefore the need for pumps. However, the additional millions of dollars for reconstructing the river channel to pre-dam condition and adding recreational facilities does not seem like a good use of taxpayers money, especially at this time in history. Please respond as to why the PCWA feels that the less expensive Upstream Diversion Alternative is not acceptable for its future water supply responsibilities.

H

11. RECREATIONAL NOISE: Although the EIS/EIR addresses construction project noise, IT DOES NOT REALLY ADDRESS RECREATIONAL NOISE, the primary concern of many residents as voiced at the meeting. The California Department of Parks and Recreation can attest to the fact that the river confluence area at Hwy. 49 has had noise problems especially with those playing drums. This is not a situation that I want to experience in my neighborhood. We currently experience noise from the fairgrounds and downtown Auburn area and the PCWA service location. The EIS/EIR does not address the addition of potential recreational noise problems that more than likely will occur as result of allowing additional vehicles and humans into the river canyon. Please respond as to how the sponsoring agencies intend to keep our neighborhood as it is today.

I

12. RECREATIONAL AREA PARKING ACCESS VIA MAIDU DRIVE IS BEING PROPOSED. I am concerned regarding this choice of ingress/egress. PACIFIC AVENUE as an access point should be reconsidered. The draft EIS/EIR on page 3-293 states that "to minimize traffic-related impacts to the future camping area near American River Canyon Overlook, construction traffic would avoid use of Pacific Avenue". I was surprised to learn that deference was given to campers versus residents living in the Maidu Drive and Riverview Drive neighborhoods. Pacific Avenue is already in a commercial area with no residential homes. Pacific Avenue also has Railhead Park and the Skateboard Park. Access to parking facilities via Pacific Avenue would solve many traffic, litter, noise, and safety concerns in an established residential neighborhood.

J

13. PROPERTY DEVALUATION: I am really concerned about this issue. I moved to this location in Auburn 8 years ago because it was near open space and away from state parks and commercial activity. Now I find out that a state park facility is being proposed that will certainly make this a less desirable neighborhood and push our property values down. I have reviewed the draft EIS/EIR which does not seem to address this issue. Please respond to: How do the lead sponsors and agencies intend to protect our property values?

K

14. What precedence is there for leading traffic through existing residential neighborhoods for the purpose of State Park access?

L

15. What other studies are available for review and what other information is being prepared for public review regarding this project?

G. Please refer to Master Response 3.1.2, American River Pump Station Project Funding. It is noted that while the Upstream Diversion Alternative would meet PCWA's primary project objective to obtain reliable, year-round access to its Middle Fork American River Project water entitlements, this alternative would not meet Reclamation's project objectives to respond to the California State Attorney General's request of the federal government that the Auburn Dam bypass tunnel be closed to address public health and safety concerns and a return of all pre-Auburn Dam construction beneficial uses to the North Fork American River. Please also refer to Master Response 3.1.4, Auburn Dam Construction Bypass Tunnel and Response L-103.C.

H. Please refer to Master Response 3.1.6, Public River Access Features.

I. Please refer to Master Response 3.1.10, Project Access.

J. Please refer to Master Response 3.1.6, Public River Access Features.

K. Please refer to Master Response 3.1.6, Public River Access Features.

L. The American River Pump Station Project Draft EIS/EIR is the first project document prepared and circulated for public review; however, other planning studies and materials also are available for viewing at either PCWA or Reclamation offices. Interested members of the public may contact the lead agencies at the addresses listed below if they wish to make general inquiries or requests pertaining to the availability of any additional project information and planning materials.

Placer County Water Agency
144 Ferguson Road
Auburn, CA 95604
(530) 823-4882

U.S. Bureau of Reclamation
7794 Folsom Dam Road
Folsom, CA 95630
(916) 988-1707

The Final EIS/EIR was distributed to all responsible and trustee agencies and a notice of its availability was provided to all agencies, individuals, and interest groups who commented on the Draft EIS/EIR.

L-204

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

JOSEPH L. DYE NAME:	JOSEPH L. DYE
1470 BUCKEYE CT. ADDRESS:	1470 BUCKEYE CT
AUBURN. CA 95603 CITY/STATE/ZIP:	AUBURN, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	530/885-1110
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A

I AM VERY SORRY THAT I MISSED THE MEETING WHICH TOOK PLACE ON NOVEMBER 7TH. WELL, HERE WE GO AGAIN. THIS REALLY UPSETS ME AND MOST ALL OF MY NEIGHBORS. WE HAVE BEEN LIVING HERE FOR THE PAST SIXTEEN YEARS, AND GOOD OLD MAIDU DRIVE IS STILL TAKING A BEATING WITH VERY HEAVY TRAFFIC DUE TO SEVERAL NEW HOMES. TWENTY TWO ADDITIONAL HOMES ARE NOW BEING PLANNED AT MAIDU AND SHIRLAND TRACK. IT SEEMS TO ME THAT RESTORATION PROJECT AND REC. PARK HAVE COME ABOUT WITH ABSOLUTELY NO CONSIDERATION OF THE RESIDENTS IN THE AREA. TO ME, THAT'S AN INVASION OF PERSONAL PROPERTY RIGHTS WITHOUT ANY KIND OF VOTE. I SUGGEST GETTING MAIDU DRIVE OUT OF THE PICTURE ALTOGETHER AND USE THE PUMP STATION (YES, WE CAN USE THAT) BUT I DO NOT FEEL WE NEED A RECREATION FACILITY AT THIS TIME. IF WHOEVER IS RESPONSIBLE FOR THE PROJECT INSISTS ON USING MAIDU DRIVE AS A MAIN THOROUGHFARE, THEN IT WOULD BE ONLY FAIR TO HAVE NOISE ABATEMENT WALLS CONSTRUCTED EIGHT TO TEN FEET HIGH ON BOTH SIDES OF THE ROAD FROM OLD AUBURN FOLSOM ROAD UP TO THE ENTRANCE OF THE PARK OR PUMP STATION.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.6, Public River Access Features and Master Response 3.1.10, Project Access.

L-205

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	FRANK STEVENSON
ADDRESS:	570 RIVERVIEW DR.
CITY/STATE/ZIP:	AUBURN, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

I DEFINITELY FEEL THAT THIS WILL HAVE AN ADVERSE IMPACT ON MY NEIGHBORHOOD. THE INCREASE IN TRAFFIC WILL POSE AN ADDITIONAL THREAT TO THE SCHOOL CHILDREN. I AM NOT FONY OF THE FACT THAT ADDITIONAL TRAFFIC MEANS MORE EXPOSURE TO VANDALISM, ETC FOR THE NEIGHBORHOOD.

I AGREE WITH THE STATEMENT THAT "EXCEPT FOR THE WATER, THERE ARE NO DESIRABLE BENEFITS FOR THE RESIDENTS IN THIS AREA"

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ *Please check here if you would like to be on the project mailing list.*

A

A. Please refer to Master Response 3.1.6, Public River Access Features.

L-206

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	KARL + ROSEMARY DREHER
ADDRESS:	1775 VISTA DEL MONTE
CITY/STATE/ZIP:	AUBURN CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-885-3321
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

SEE ATTACHED

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ *Please check here if you would like to be on the project mailing list.*

Please see specific comments (D through H on following page).

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.10, Project Access.

C. Please refer to Master Response 3.1.6, Public River Access Features. The roads to the river access and pump station facilities would be improved as part of the Proposed Project.

L-206, pg. 2

In review of the PCWA American River Pump Station Project, draft EIR/EIS, August 2001, SCH# 1999062089 we have the following comments:

1. We have no objection to the proposed water distribution portion of the project, just the proposed recreational usage.

A | 2. Recreational access is sufficient now and does not need to be increased.

B | 3. Access should be provided for emergency purposes and can better be provided at other locations (i.e. between Railhead Park and the old Auburn Dam Overlook from Pacific Ave.). There are access roads available from this location and the road provided better access to the general community. Intersections and other traffic controlling facilities are currently available. The Railhead and overlook provide good staging areas for the canyon entrance in that area.

C | 4. The existing roads from Maidu Dr. to the proposed parking lots is narrow, winding and does not meet current standards.

D | 5. Who will patrol and maintain the proposed parking facilities, roads, provide restroom, etc./ for the proposed recreational facilities? How will use be kept to 70 vehicles when people will park on the roads (as is done is other areas, like the confluence) creating over use, congestion and hazardous conditions?

A | 6.Recreation access via Maidu Dr. is currently available by bike, horseback or hiking. This is sufficient for this area.

E | 7.The proposed new road construction of crushed rock would contribute to sediment runoff and reduce water clarity in the river.

F | 8.There is no way the four mitigation actions proposed will prevent or even reduce the fire hazard in this area. Opening this area to more used will create a much higher fire hazard. Who will pay the insurance or provide liability coverage?

9.A public Information Program is insufficient to mitigate for increased traffic.

10.LOS is always impaired when traffic is added to a route (pg.2-114).

G | 11.Maidu Dr. is close to Skyridge School and Maidu Fire Station. Additional traffic would interfere with both of these public facilities.

12. (Pg. 2-114) Avoiding the Pacific Avenue area would increase impacts to the Maidu Dr. area. This is irresponsible in light of the school and fire station on Maidu Dr.

13.The intersection of Auburn-Folsom and Maidu Dr. is currently inefficient and the proposed increase in traffic would make the situation worse.

H | 14.The proposed development area is in a non-containment area for air quality. The increased recreational trips would increase emissions in the area. These increases are not less than significant because of the cumulative impacts that they contribute too.

D. CDPR would be responsible for management and maintenance of the proposed public river access features, including patrol and enforcement of all applicable rules, regulations, and posted orders. Parking would be restricted to designated areas only; tickets would be issued to vehicles in violation of parking or speeding limits. Please refer to Master Response 3.1.6, Public River Access Features.

E. The Draft EIS/EIR addresses these issues in Chapter 3, Section 3.7, Water Quality.

F. Please refer to Master Response 3.1.9, Fire Management.

G. Please refer to Master Response 3.1.6, Public River Access Features and Master Response 3.1.10, Project Access.

H. The evaluation of potential impacts due to construction and project-related air pollutant emissions was performed in accordance with methods recommended by the local air pollution control districts and the California Air Resources Board. The results of the air emissions calculations and further consultation with the APCDs indicate that, with the exception of construction-related NO_x emissions under the Proposed Project, non-attainment pollutant emissions would be below the impact significance thresholds, and therefore would be considered to result in less-than-significant impacts. Additionally, during construction, Reclamation's construction contractor would be responsible for implementation of extensive air pollutant emission reduction measures. These measures were developed with assistance from the APCDs, and would be enforced through periodic inspection by Reclamation and APCD. The Draft EIS/EIR recognizes that project-related NO_x emissions would potentially contribute to cumulative conditions during the construction period. In consultation with APCDs, the lead agencies have identified appropriate NO_x emission reduction measures and have incorporated these measures into the Mitigation Monitoring and Reporting Program/Environmental Commitments Plan for the Proposed Project (Appendix D to the Final EIS/EIR).

L-207

Surface Water Resources Inc.
American River Pump station and River Restoration EIR/EIS
2031 How Ave. #110
Sacramento CA 95825 fax 916-286-0957

DRAFT. NOV 9, 2001

Dear Sir or Madam,

I support the overall American River Pump Station and River Restoration Project. I do not support public vehicular access to the American River Canyon near the project site.

I live in the neighborhood directly adjacent to Maidu Drive and our home is approximately 1200 feet from Maidu. Our back yard looks out into the river canyon. One of the primary reasons that I purchased this home is for the serenity and scenic value it provides to my family and me. Allowing vehicular access to the river canyon would greatly reduce the pleasure that my home currently provides. Quiet evenings and mornings would now be impacted by vehicular noise winding up and down the virtually unused roads in the canyon.

I am also very concerned about many other issues caused by vehicular access to the canyon and the possibility of entrance via Maidu Dr. I have outlined the concerns and questions below.

Please respond to each of these issues.

A **1. Fire Danger**
How will fire danger be mitigated? Has a general plan been established that provides guidelines for smoking, barbeques, campfires, vehicular access or other fire hazards? Has a complete analysis been done to identify the increased fire risks associated with the proposed recreation area?

I am very concerned with the increased risk to my family and personal property caused by higher population of users and the ability of users to convey an increased amount of materials into the canyon. This is a very dry and steep area with lots of fuel. A fire could be started quit easily and then grow very rapidly.

B **2. Trash and litter**
Has a general plan been developed to maintain rubbish control? Are there proven proposed policies to govern this and maintain the environment?

With an increase in use and vehicular access comes more trash. With the proposed recreation sites people will be able to bring in many items that they may decide to leave behind. This could have a detrimental impact on the environment and the general appearance of the ASRA.

C **3. Fluctuations in river flow**
Since the river flow can rise and fall based on upstream releases of water has this been evaluated against increased swimming and other associated direct water recreation use?

D **4. Traffic**
The traffic study that was performed describing the impact to Maidu Drive seems flawed. There is currently very minimal traffic on Maidu east of Berlin Drive. The quoted engineers study indicated 1500-2000 cars daily? This may be correct for the west end of Maidu but not for the road area that is proposed to be used for access.

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.6, Public River Access Features.

C. As discussed in Section 1.1 of the Draft EIS/EIR, one intent of the Proposed Project is to eliminate the hazards associated with the diversion tunnel and to restore the river to allow all beneficial uses of the North Fork American River. Doing so would no longer prohibit recreational use of the river above the project area and the river access facilities will allow for safe and effective management of anticipated river recreation uses.

Water releases, particularly with regard to weekday and weekend use, tend to generally follow prescribed release patterns based upon previous hydropower generation service area demands. Members of the public may obtain water release schedules from hydropower operators to assist them in determining the timing and degree of flow regime variations on managed rivers in which they have an interest in pursing recreational activities.

Rivers are dynamic systems regardless of management actions that are imposed upon them and river users should note that water levels and river flows may fluctuate suddenly and unexpectedly, potentially posing a hazard risk. Although one of CDPR's goals is to provide a safe recreation experience, there is a certain degree of inherent risk associated with these activities. Ultimately, members of the public should check field conditions and verify current regulations prior to entering the water and should use caution and judgment according to individual skill levels and abilities.

D. Please refer to Master Response 3.1.6, Public River Access Features.

L-207, pg. 2

Increased traffic through our South Auburn neighborhood will have a direct impact on our lives. Many children live and play in this area. If the canyon is opened for vehicular access via Maidu many people and vehicles that are unfamiliar with the area will be traveling through it. I am very concerned for the safety of my children.

B | I am also concerned with the increased noise that vehicles will bring. This is a very quiet neighborhood. With vehicular access comes a major increase in noise.

E | Foot traffic and parking issues could also result from the new vehicular access on Maidu What will drivers and groups of people do once the parking lots are full? Currently with the canyon closed to vehicles during any popular recreation periods (weekends-evenings) there are usually not more than 1-2 cars parked near the canyon access gate. I foresee a major increase in this number, and the possibility of people parking on our neighborhood streets.

F | If vehicular access were a requirement I think an access point near the Skate Park off of Pacific Avenue would be a much better alternative. This access point would not pass through such a populated area as Maidu.

G | Has an air quality impact study been done associated with the increased traffic flows?

B | **5. Alcohol**
I am aware that there are significant issues with alcohol consumption and the associated results in Folsom area parks. I am very concerned that with vehicular access will come alcohol. This will cause an increased safety hazard to me and my family, our property, our neighborhood, and the canyon environment due the impaired judgment of those individuals who indulge in such activities.

H | **6. Vehicle size restrictions**
Have any vehicle size restrictions been established? Larger vehicles will make more noise, more pollution and pose an increased safety hazard.

I | **7. Shuttling**
Most of my above concerns are further increased with shuttling. If users decide to make multiple runs up and down the canyon in their vehicles to pick up and drop off rafter's or others traffic, noise, and many other issues become dramatically multiplied. What processes or controls will minimize the impact of this?

Sincerely,

Ben Troia
3095 Eagles Nest
Auburn CA 95603

E. Please refer to Master Response 3.1.6, Public River Access Features.

F. Please refer to Master Response 3.1.10, Project Access.

G. Please refer to Response L-3.C.

H. Please refer to Master Response 3.1.6, Public River Access Features.

I. Please refer to Master Response 3.1.6, Public River Access Features.

L-208

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Wallace B & Rosanna Everson
ADDRESS:	1735 Vista Del Monte
CITY/STATE/ZIP:	Auburn CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	(530) 887-9424
ORGANIZATION (IF APPLICABLE):	N/A or Monticielo Homeowners Assn.

COMMENTS:

~~November 9, 2001~~

Draft ESI/EIR Comments

Surface Water Resources, Inc.

2031 Howe Avenue, Suite 110

~~Sacramento, CA 95823~~

As a homeowner in Monticielo Subdivision just off Maidu Drive, I do not question the proposed PCWA Pump Station or the restoration of the American River to it's historical channel. Neither do ~~I have a problem with the development of recreational facilities along the river since I see each of the~~ fore mentioned proposals as reasonable for the area in question. I am, however, **VERY** concerned with the proposal to designate Maidu Drive as public access to the river for the following but certainly not all inclusive reasons:

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

☑ ***Please check here if you would like to be on the project mailing list.***

L-208, pg. 2

Comments: Draft ESI/EIR
Page 2
November 9, 2001
Wallace B. Everson

A
- Maidu Drive is not a **COMMERCIAL** street. It is a **COLLECTOR** street in a **RESIDENTIAL** neighborhood. Homeowners in the area took this into consideration at time of purchase of their respective homes. Opening Maidu Drive to commercial traffic, such as rafting service companies, would have dramatic impact on the current and continuing peace and tranquility of those homeowners who sought out that environment when selecting the neighborhood in which they chose to live

B
- The estimated 210 car increase in private vehicles on "peak days" is misleading. Those 210 cars would ingress **AND** egress meaning an additional 420 traffic movements on Maidu.

C
- With recreational parking for only 60 cars, overflow parking would impact the neighborhoods in the immediate vicinity **(US)**
- Access from Maidu onto Auburn-Folsom Road is currently crowded and difficult at peak hours of the day. With additional traffic movements, a traffic signal would certainly be in order for the intersection and should be part of the equation **BEFORE**, **DURING** and not **AFTER** all other considerations
- Additional traffic **ALWAYS** results in additional trash and garbage cast out of vehicles along the traveled way and which would adversely affect property values

D
- Access to the river **ALREADY EXISTS** via State Highway 49. Additional access with minimal impact to local residents can and should be developed from the scenic overlook above the dam site

In summary, one only need look as far as Hwy 89 at Fanny Bridge in Tahoe City to observe first hand the enormous traffic bottlenecks that develop **EVERY DAY ALL SUMMER LONG** where traffic and recreational facilities share the same space. We do not want or need that on Maidu Drive.

Thank you for your studied attention to the foregoing concerns.

Sincerely,

Wallace B Everson

Wallace B. Everson
1735 Vista Del Monte
Auburn, CA 95603
(530)887-9424

A. Reclamation constructed Maidu Drive to serve as a construction access and haul route for the Auburn Dam project. The City of Auburn General Plan identifies Maidu Drive as a collector road. The public river access features associated with the Proposed Project do not include use of the area by commercial rafting companies; CDPR is not proposing or permitting commercial rafting use in this section of the river, as part of this project. Please refer to Master Response 3.1.6, Public River Access Features.

B. The Draft EIS/EIR describes the number of parking spaces and associated vehicle trips. A trip is defined as traveling one way to or from the site, with the origination and destination points of each trip located outside the City of Auburn (page 3-290); therefore, the estimate of vehicle trips includes the ingress and egress movements. Please also refer to Master Response 3.1.6, Public River Access Features.

C. The City of Auburn plans to install a traffic signal at the Maidu Drive/Auburn-Folsom Road intersection later this year (2002). Additionally, it is noted that project-related traffic generally would not coincide with peak commute and school-related traffic.

D. Please refer to Master Response 3.1.6, Public River Access Features and Master Response 3.1.10, Project Access.

L-209

NOV-13-2001 05:41 PM P.01

November 13, 2001

American River Pump Station Project, Draft EIR/EIS Comments
Surface Water Resources, Inc.
2031 Howe Ave., Suite 110
Sacramento, CA 95825
Fax: (916) 286-0957

As I did not receive notice of the proposed November 7, 2001 Information Session re: the Auburn Dam Diversion Tunnel Closure and AR restoration project in time to voice my comments, the following are presented by fax.

As a recent new owner of property in Auburn (i.e., Monteciello Development), I am against these projects. I purchased the property in Auburn with the purpose of retiring in a quiet community dedicated to the quality of life.

A Auburn is known as a "bedroom" community with a large population of retired or semi-retired residents. Who is to pay for these additional projects? The retired do not need additional tax burdens and would not utilize these recreational activities. Young people do not need the additional tax burdens with all the recent and on-going job losses in our present economic situation.

B A new entrance station is not needed; use the existing one (Pacific?) where residential impact would be at minimal.

Environmental impact:

- Increase in traffic and noise.
- Increased hazard for people already using Maidu Dr. for exercise (running, walking, etc.).
- C Increased hazard for children crossing Maidu Dr. for school.
- Garbage/trash dumping.
- Increased people bring drugs, smoking and loitering problems.
- D A big item - ADDITIONAL FIRE HAZARDS.
- Dump for vehicles.
- C General criminal activities.

NOV-13-01 TUE 5:00 PM P. 1

A. Please refer to Master Response 3.1.2, American River Pump Station Project Funding.

B. Please refer to Master Response 3.1.10, Project Access.

C. Please refer to Master Response 3.1.6, Public River Access Features.

D. Please refer to Master Response 3.1.9, Fire Management.

L-209, pg. 2

NOV-13-2001 05:42 PM P.02

November 13, 2001
Page 2

Re: Auburn Dam Diversion Tunnel Closure, etc.

C (cont)

- Hours of operation.
- Overnight camping problems.
- Policing of operation for safety of users as well as near-by residents.
- Increased safety for playing children in area.

Having unknown people coming into residential communities presents many opportunities for criminal activities.

As I stated previously I am against this project. BUT, if it does progress, at least use an area that is not through residential neighborhoods.

J. L. Taylor

NOV-13-01 TUE 5:01 PM P. 2

L-210

November 13, 2001

American River Pump Station Project
Draft EIS/EIR Comments
c/o Surface Water Resources, Inc.
2031 Howe Avenue
Sacramento, CA 95825

Gentlepeople:

I support the No Project/No Action alternative described in the draft EIS/EIR for the American River Pump Station Project for the following reasons:

A *Purpose:* The project is simply not necessary. In terms of safety for boaters or other users of the river, no accidents or incidents in the history of the tunnel suggest that the proposed action of tunnel closure is justified. Documents mentioned in the draft that supposedly define a safety issue were unavailable for reference and are suspect. Other rivers such as the Etowah in Georgia incur highly popular use for boating through tunnels without safety problems. It is inconceivable that the project sponsors have suddenly realized a safety issue on this site after so many years without problems. In terms of

B water supply, the existing seasonal diversion and the Sacramento River and groundwater sources are sufficient to support a reasonable level of development within the PCWA service area at a more favorable cost per unit of water and lower energy costs. The Bureau of Reclamation should exercise its option to supply alternative sources to meet the basic requirements under Article 11 of the Land Purchase Agreement with PCWA.

C *Safety and Convenience:* Thousands of hikers, equestrians, mountain bikers, and runners use trails that would be closed by the proposed alternative. If the tunnel crossing is closed, and the trail partly buried by rock debris as proposed, the Western States Trail (WST) will become overused and congested to the point of presenting a seriously dangerous situation as well as maintenance problems. The WST is narrow, steep, and rocky single-track that cannot serve the volumes or types of traffic that the tunnel crossing serves. People and horses will be at a much greater risk for potentially deadly accidents involving collisions and falls on the WST. The loss of a trail crossing at the tunnel site would incur additional safety problems when visitors attempt to negotiate the slippery rocks on the river bed there along with fluctuating flows.

D *Aesthetics:* The project proposes to pile vast volumes of loose rock material onto slopes adjacent to the river in the dominant view of trails users, boaters, and the Overlook. The proposed design makes no provision for planting such unsightly areas. This 'dumping' concept would degrade the value of the area for visitors and for the community.

Thank you for this opportunity to comment.

Sincerely, Uriel Diaz

1025 University Ave #93
Sacramento, CA 95825

A. Please refer to Master Response 3.1.4, Auburn Dam Construction Bypass Tunnel.

B. PCWA demonstrates their need for increased surface water supplies, including from their Middle Fork Project water entitlement on the American River, in the Surface Water Supply Update for Western Placer County Discussion Paper (March 2001). Please also refer to Response L-21.A.

C. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

D. Please refer to Master Response 3.1.5, Project Area River Restoration.

L-211

FAX – 916-286-0957

To

American River Pump Station Project
Surface Water Resources Inc.
2031 Howe Ave. Suite #110
Sacramento, Ca. 95825

From

William & Natalie Jarred
305 Americano Dr.
Auburn, Ca. 95603

Nov. 13, 2001

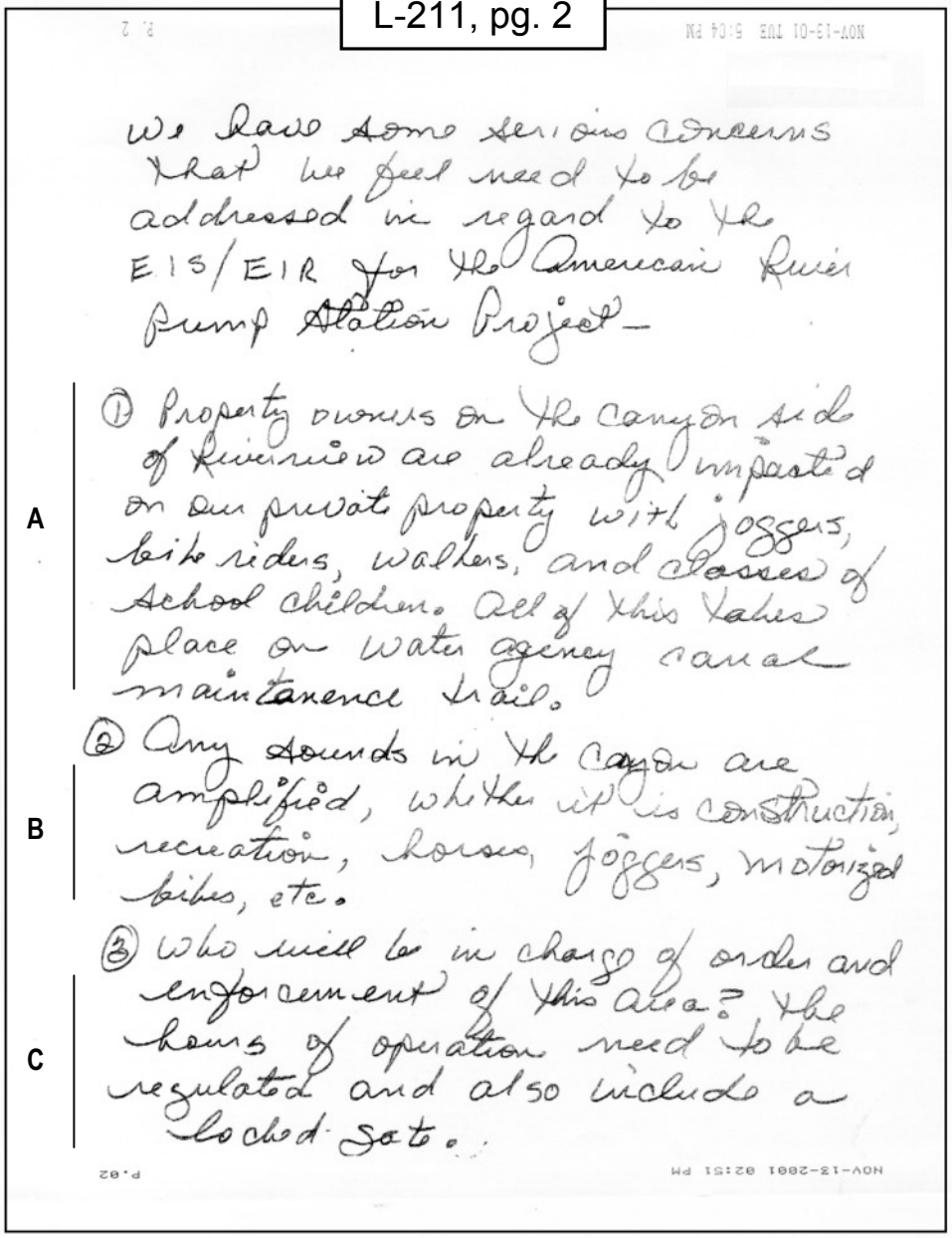
Subject

Comments on Draft
EIS/EIR for the
American River Pump
Station Project

P.01

NOV-13-2001 02:51 PM

L-211, pg. 2



We have some serious concerns that we feel need to be addressed in regard to the EIS/EIR for the American River Pump Station Project.

A ① Property owners on the canyon side of Riverview are already impacted on our private property with joggers, bike riders, walkers, and classes of school children. All of this takes place on water agency canal maintenance trail.

B ② Any sounds in the canyon are amplified, whether it is construction, recreation, horses, joggers, motorized bikes, etc.

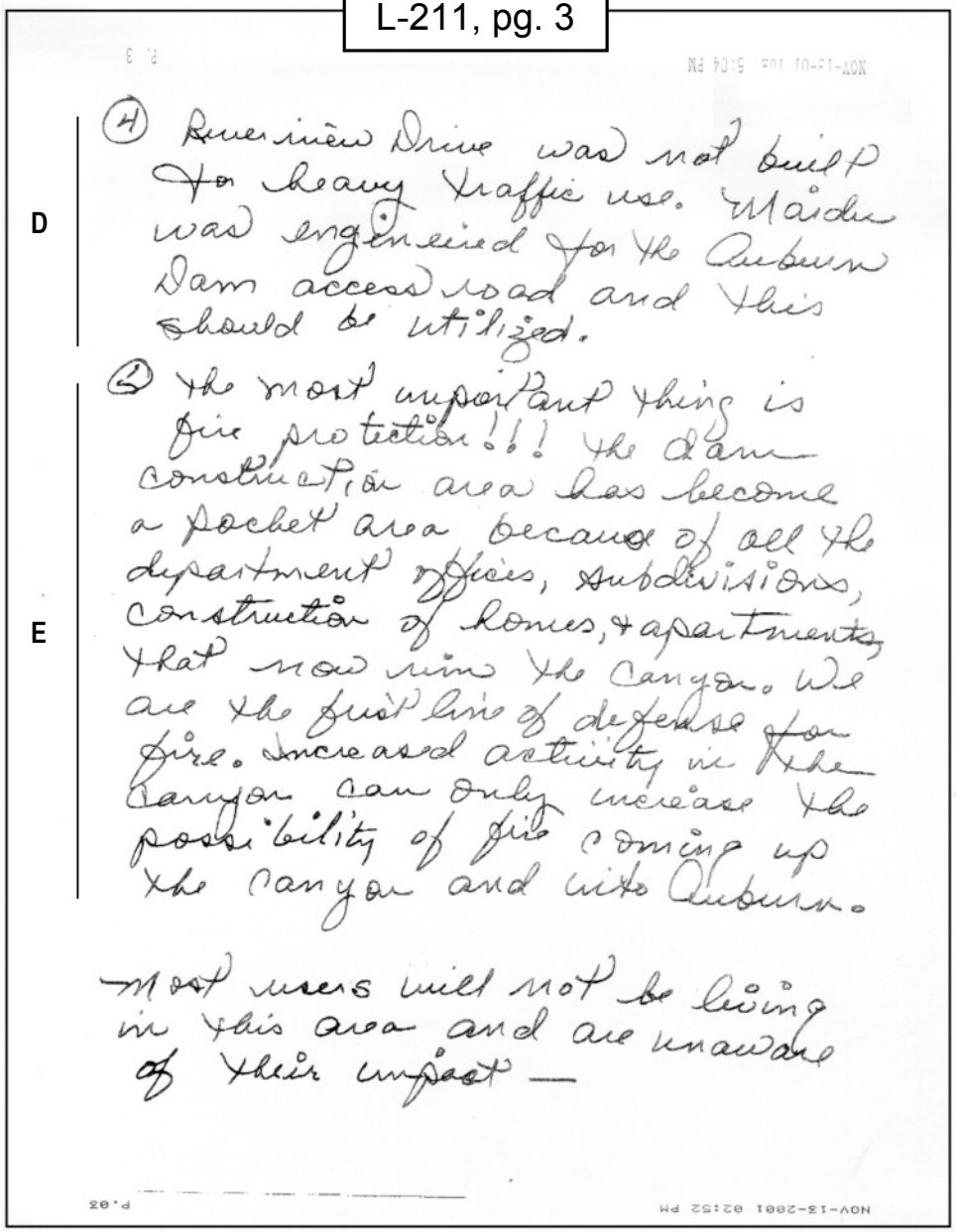
C ③ Who will be in charge of order and enforcement of this area? The hours of operation need to be regulated and also include a locked gate.

A. Please refer to Response L-185.B.

B. As noted in the Draft EIS/EIR (Chapter 3, Section 3.16, Noise), Reclamation's construction contractor would be required to comply with current City of Auburn, Placer County, and El Dorado County noise ordinance standards. Please also refer to Master Response 3.1.6, Public River Access Features.

C. CDPR would be responsible for the management and enforcement of all rules, regulations, and posted orders related to the public river access features and public use of the area. These activities would include restricting vehicular access according to set hours of operation and locking the entrance gate when the area is closed. Please also refer to Master Response 3.1.6, Public River Access Features.

L-211, pg. 3



(4) Riverview Drive was not built for heavy traffic use. Maidu was engineered for the Auburn Dam access road and this should be utilized.

(2) The most important thing is fire protection!!! The dam construction area has become a pocket area because of all the department offices, subdivisions, construction of homes, & apartments that now ring the canyon. We are the first line of defense for fire. Increased activity in the canyon can only increase the possibility of fire coming up the canyon and into Auburn.

Most users will not be living in this area and are unaware of their impact —

NOV-13-2001 02:52 PM P.03

D. Please refer to Master Response 3.1.10, Project Access.

E. Please refer to Master Response 3.1.9, Fire Management.

L-212

11-13-2001 5:02PM FROM P. 1

Federation of Fly Fishers

FAX

Conserving-Restoring-Educating Through Fly Fishing
Northern California Council
9270 Oak Leaf Way, Granite Bay, CA 95746
Phone (916) 791-6391 FAX (916) 791-6574

Date: November 13, 2001

Number of pages 3 (including cover sheet) :

To:
Bureau of Reclamation: Rod Hall
Surface Water Resources

Number:
989-7208
286-0957

From: Rob Ferroggiaro

Subject: DEIR/S
PWCA Pump Staition

NOV-13-01 TUE 4:55 PM 9167916574 P. 1

L-212, pg. 2

11-13-2001 5:02PM FROM P. 2

FEDERATION OF FLY FISHERS™
Conserving • Restoring • Educating Through Fly Fishing
Northern California Council

November 13, 2001.

To: Bureau of Reclamation
Surface Water Resources, Inc.

Via Faximile
(916) 989-7208
(916) 286-0957

Subject: American River Pump Station Project - Draft EIR/EIS Comments

I am writing on behalf of the Northern California Council of the Federation of Fly Fishers (NCCFFF). NCCFFF represents over 30 affiliated angling clubs and thousands of anglers in Northern California. Our members are interested not only in fishing, but they are frequently involved in river and stream restoration projects.

We are not necessarily opposed to this project, however we believe that good science must be applied during the planning process to insure there is no negative impact to wild fish or to existing or planned fish recovery efforts. We offer the following comments on the above draft EIR/EIS:

A

1. There is documented evidence that wild steelhead have been found Auburn Ravine. The EIR/EIS should include a careful analysis of the current status of steelhead in the Ravine and should analyze possible flow regimes in light of the ESA listing of Central Valley steelhead.
2. Any change to flows should be evaluated regarding impact on native steelhead. Of particular concern is the potential to affect the "homing instincts" of the native fish as source water changes. Conclusions in this regard should be subject to scientific peer review.
3. The potential for attraction of steelhead not native to Auburn Ravine must be fully considered since ESA listed fish from other streams and rivers could be impacted.
4. The EIR/EIS should include more detailed documentation of consultation with the National Marine Fisheries Service, and consultation with California Department of Fish and Game's salmonid experts.
5. Should the project proceed, the project should include a monitoring plan to evaluate the effects of flow variations on native steelhead and supporting aquatic habitat and aquatic life.

Finally, this project was highlighted for us by concerned local citizens. The EIR/EIS availability notification and the report itself seem to ignore the activities of current groups involved in restoration and protection of Auburn Ravine. These include the Ophir Property Owners, and the Auburn Ravine/Coon Creek Watershed Group, or CRMP. The final EIR/EIS should include

NOV-13-01 TUE 4:56 PM 9167916574 P. 2

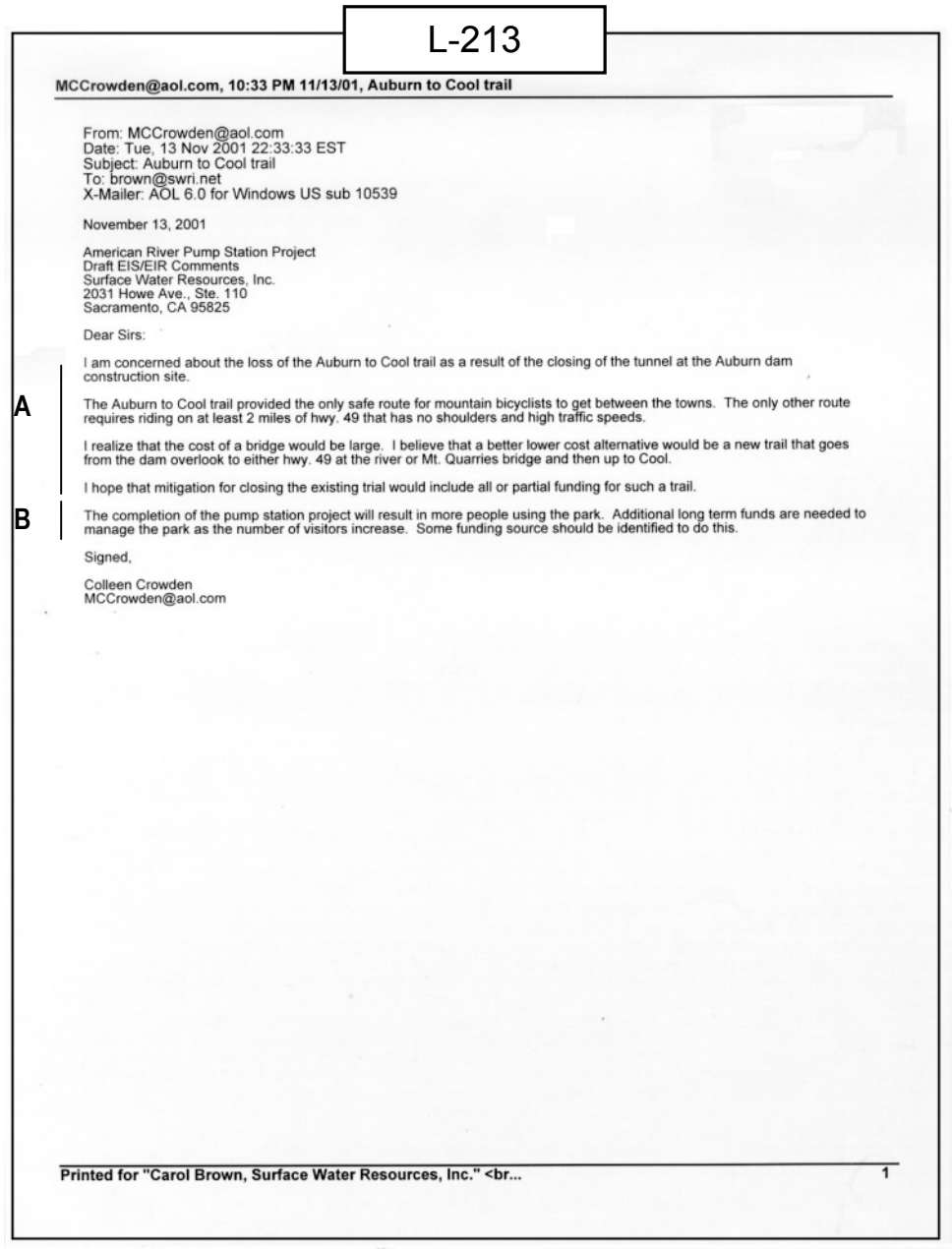
A. Please refer to Master Response 3.1.13, Auburn Ravine.

L-212, pg. 3

A | analysis of how this project supports or otherwise affects current restoration and protection efforts

Thank you for the opportunity to comment.

Robert N. Ferroggiaro
Vice President, Conservation
Federation of Fly Fishers - Northern California Council
9270 Oak Leaf Way
Granite Bay, CA 95746
(916) 791-6391 Tel
(916) 791-6574 Fax
Email rob@surewest.net



L-213

MCCrowden@aol.com, 10:33 PM 11/13/01, Auburn to Cool trail

From: MCCrowden@aol.com
Date: Tue, 13 Nov 2001 22:33:33 EST
Subject: Auburn to Cool trail
To: brown@swri.net
X-Mailer: AOL 6.0 for Windows US sub 10539

November 13, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Ave., Ste. 110
Sacramento, CA 95825

Dear Sirs:

I am concerned about the loss of the Auburn to Cool trail as a result of the closing of the tunnel at the Auburn dam construction site.

A The Auburn to Cool trail provided the only safe route for mountain bicyclists to get between the towns. The only other route requires riding on at least 2 miles of hwy. 49 that has no shoulders and high traffic speeds.

I realize that the cost of a bridge would be large. I believe that a better lower cost alternative would be a new trail that goes from the dam overlook to either hwy. 49 at the river or Mt. Quarries bridge and then up to Cool.

I hope that mitigation for closing the existing trial would include all or partial funding for such a trail.

B The completion of the pump station project will result in more people using the park. Additional long term funds are needed to manage the park as the number of visitors increase. Some funding source should be identified to do this.

Signed,

Colleen Crowden
MCCrowden@aol.com

Printed for "Carol Brown, Surface Water Resources, Inc." <br... 1

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

B. Please refer to Master Response 3.1.2, American River Pump Station Project Funding.

L-214

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	CAROLYN L. KEMMLER
ADDRESS:	24080 RIDGE VIEW RD
CITY/STATE/ZIP:	FORESTHILL, CA 95631
BUSINESS AND/OR HOME PHONE/FAX:	530-367-2180
ORGANIZATION (IF APPLICABLE):	—

COMMENTS:

A We certainly applaud and appreciate the Bureau's choosing as its preferred alternative closing the diversion tunnel and restoring the Noth Fork American to its natural course at last. Also appreciated is the Bureau's recognition that the tunnel as it presently exists is an effective barrier to fish migration in a river once prodigious as a fishery. Nowhere, however, do we see who, if anyone, will be monitoring the newly-restored riverway for its effectiveness as a renewed fishery.

B Apparently there is no plan to replant acquatic vegetation lost in what now looks like a moonscape and what could end up just being a smoothed over shoreline of rock debris left over from the failed coffer dam of l986.Mother nature may not be able to under these circumstances to repair riparian habitat quickly enough. Although the Bureau says it plans to replant those areas damaged by construction acrivities of the new project, nothing will be done about other denuded areas. We think appropriate replanting of these areas should be done as well.

C A primary concern is the extent to which PCWA's all-year pumping will dewater the river, especially in dry years. It is said that PCWA must allow a minimum flow of 75cfs. On completion of the project PCWA will double its outake from 50 to l00 cfs, and, as times goes on, take quite possibly more. After l00 cfs, the tak-out controls seem quite murky. Many of us do not prefer swimming pools, golf courses, and new development over the health of our river. Who will monitor the take-out after project completion, and how will the public know? In dry years with lower flows water temps will increase and cold water fish will not survive. Who will monitor the fishery under thse circumstances and be in a position to do something about it?

D As for requests to cross the river with a bridge or by some other means, we would vastly prefer that you not put in a shallow ford or any but minimal obstructions in the river.

It is not often thank goodness that a major public agency such as the Bureau is given the right to construct a coffer dam that fails, makes a huge mess, creates a public safety problem and mostly cuts off access for about 25 years and then gets 3l million dollars to clean it up. Never the less the Bureau has our full support in this effort.

The river is a public resource. The river is a public resource. We will be watching.

Thank you for this opportunity to comment.

Carolyn L. Kemmler

FOLD SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

☒ *Please check here if you would like to be on the project mailing list.*

A. The Proposed Project includes restoration of the river to the dewatered channel. Design considerations include creation of riffles and pools to provide more natural habitat conditions than currently exist at the site. Additionally the project includes installation of fish screens on the water supply intake structure. The fish screens are being designed in consultation with CDFG fish screen experts. CDFG will review and approve the final design and have the opportunity to inspect the facility during and after construction, prior to initiation of project operations. PCWA would ensure that the fish screen and pumping plant facilities are operated and maintained properly for acceptable fish screen performance. PCWA would submit quarterly fish screen operation/performance reports to CDFG for the first two years of operation of the project. Following the first two years, reports on the operation and performance of the fish screen would be supplied to CDFG upon request. This information is included in the Final EIS/EIR, Chapter 3.0, Section 3.5 Fish Resources and Aquatic Habitat and in the Mitigation Plan (Appendix D to the Final EIS/EIR). This information does not alter the conclusions presented in the Draft EIS/EIR. These design and operational considerations would result in an overall improvement of project area conditions for fish resources. No further mitigation is required.

B. Please refer to Master Response 3.1.5, Project Area River Restoration.

C. PCWA would reoperate Middle Fork American River Project water releases at Ralston Afterbay. Preliminary project design information for the Proposed Project indicates a minimum flow requirement of 175 cfs to meet both the minimum instream flow requirement for fish (as required by both SWRCB and FERC) and to ensure proper functioning of the pump station intake/diversion facility.

PCWA must operate the MFP and the pumping plant at the Auburn Dam site to satisfy the terms and conditions of their SWRCB water rights permits and their FERC license. Additionally, PCWA operates the MFP in accordance with their agreements with Reclamation (storage and release of American River water) and PG&E (operations for hydropower). Therefore, PCWA must keep records of reservoir releases and diversion intake amounts. This information is reported to the regulatory agencies as required by each permit, license, or agreement.

D. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-215

November 12, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

To Whom It May Concern:

A I would like to comment on the closure of the old dam construction tunnel and restoration of the original river channel. While I am in favor of this option, I am concerned for recreational users who utilize the dry land connection as a benefit of the diversion tunnel between the towns of Auburn, CA and Cool, CA. A significant number of equestrian, hikers, runners, and mountain bike enthusiast utilize this dry land bridge to connect between these two recreational areas. With restoration of the original river channel, mountain bike enthusiast in particular would be forced to utilize State Highway 49 to make this connection. The portion of Hwy 49 mountain bikers would be forced to utilize is very winding, steep, has many blind corners, no shoulder, and heavy vehicular traffic between the towns of Auburn and Cool. This would create a serious safety hazard for mountain bikers.

While the equestrian and runner community is in favor of building a bridge for recreational crossing in the area of the old dam site, this would be an expensive alternative to a better option. The best "bang for your buck" is to construct a new, multi-user trail that would follow the contours of the American River Canyon within the boundaries of the American River Recreational District. The trail would originate at the old Auburn Dam Overlook in Auburn, CA, travel upstream to the local No Hands Bridge, and then go downstream to terminate on the ridge above the old Auburn Dam site. This new ridge-to-ridge trail connection would add miles of badly needed trails, cost a fraction of what a new bridge would cost, and continue to provide the connection for all recreational users between Cool and Auburn.

This option would be cost effective, mitigate one of the significant effects of tunnel closure on recreational users, and enhance the recreation use within an area that is already of regional significance.

Sincerely,

Wesley A. Dill

Wesley A. Dill

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-216

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	EMILE J. CARRIERE
ADDRESS:	1765 VISTA DEL MONTE
CITY/STATE/ZIP:	AUBURN, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	(530) 889-2212
ORGANIZATION (IF APPLICABLE):	CARRIERE + ASSOCIATES, INC

COMMENTS:

I would support this project if two changes are made.

A (1.) change the access from Maiden Drive to Pacific Avenue. Maiden Drive is a main thoroughfare for a major school. (Skyridge) overloading that street with tourists would be unsafe.
In addition, Maiden drive is fully residential while Pacific is not. I realize that this may involve additional funds, but long term this would be an acceptable access.

B (2) I would need to see a very thorough fire prevention & fire patrol plan.

Otherwise the project appears to serve Placer County water needs + the river restoration, badly needed.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☑ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.10, Project Access and Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.9, Fire Management.

L-217

Keith & Teresa Kenworthy
1494 Foxridge Circle
Auburn, California 95603
(530) 889-9324
keithken@hotmail.com

November 11, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 How Ave. Suite 110
Sacramento, CA 95825

Dear Sirs:

A

I am concerned about the loss of the Auburn to Cool trail as a result of the closing of the tunnel at the Auburn Dam construction site.

The Auburn to Cool trail provided the only safe route for mountain bicyclists to get between the 2 towns. The only other route requires riding on at least 2 miles of hwy. 49 that has no shoulders and high traffic speeds.

I realize that the cost of a bridge would be large. I believe that a better lower cost alternative would be a new trail that goes from the dam overlook to either hwy. 49 at the river or Mt. Quarries (No Hands) bridge and then up to Cool.

I hope that mitigation for closing the existing trail would include all or partial funding for such a trail.

B

The completion of the pump station project will result in more people using the park. Additional long term funds are needed to manage the park as the number of visitors increase. Some funding source should be identified to do this.

C

In addition, I am concerned about the proposed parking lot to be constructed close to the river near the bottom of Cardiac Trail. I think it would be more approriate to build the parking lot directly off of Maidu Drive, near the Bureau of Recreation office due to potential fire hazard, cost and safety.

Sincerely,

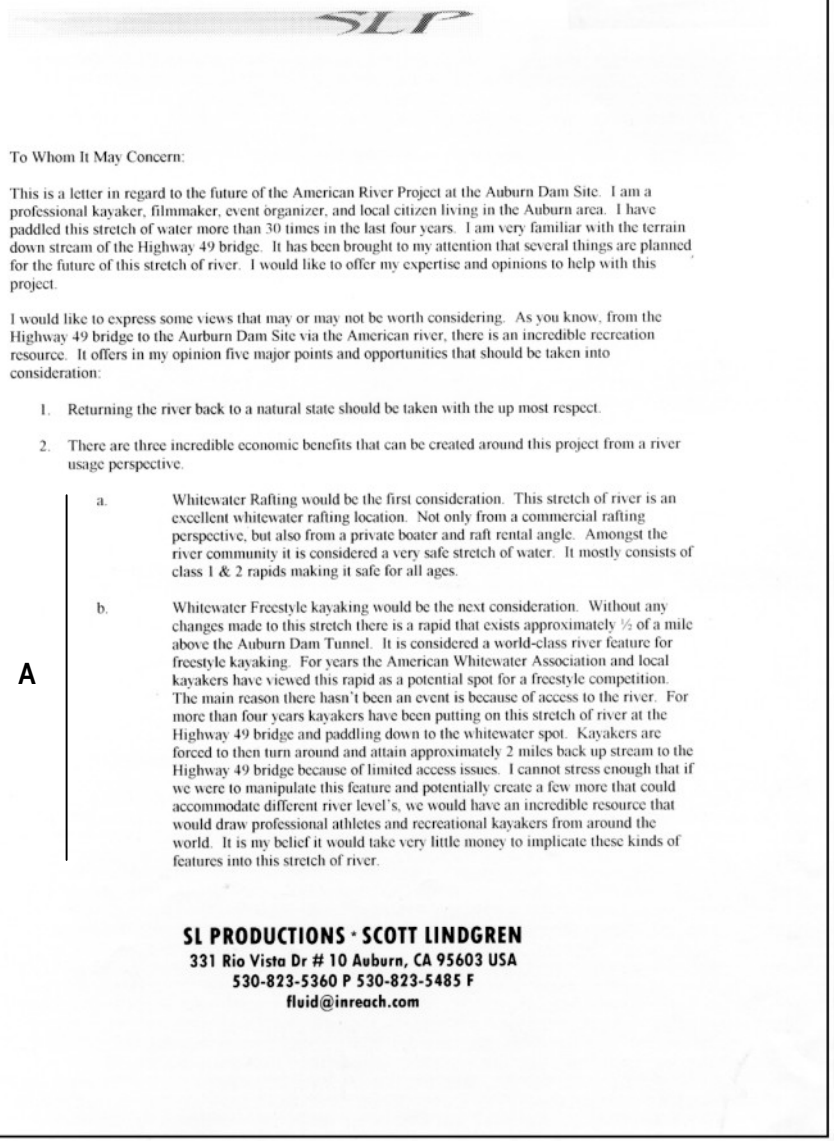
Keith & Teresa Kenworthy

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

B. Please refer to Master Response 3.1.2, American River Pump Station Project Funding.

C. Please refer to Master Response 3.1.6, Public River Access Features and Master Response 3.1.9, Fire Management.

L-218



SLP

To Whom It May Concern:

This is a letter in regard to the future of the American River Project at the Auburn Dam Site. I am a professional kayaker, filmmaker, event organizer, and local citizen living in the Auburn area. I have paddled this stretch of water more than 30 times in the last four years. I am very familiar with the terrain down stream of the Highway 49 bridge. It has been brought to my attention that several things are planned for the future of this stretch of river. I would like to offer my expertise and opinions to help with this project.

I would like to express some views that may or may not be worth considering. As you know, from the Highway 49 bridge to the Aurburn Dam Site via the American river, there is an incredible recreation resource. It offers in my opinion five major points and opportunities that should be taken into consideration:

1. Returning the river back to a natural state should be taken with the up most respect.

2. There are three incredible economic benefits that can be created around this project from a river usage perspective.

   a. Whitewater Rafting would be the first consideration. This stretch of river is an excellent whitewater rafting location. Not only from a commercial rafting perspective, but also from a private boater and raft rental angle. Amongst the river community it is considered a very safe stretch of water. It mostly consists of class 1 & 2 rapids making it safe for all ages.

   b. Whitewater Freestyle kayaking would be the next consideration. Without any changes made to this stretch there is a rapid that exists approximately ½ of a mile above the Auburn Dam Tunnel. It is considered a world-class river feature for freestyle kayaking. For years the American Whitewater Association and local kayakers have viewed this rapid as a potential spot for a freestyle competition. The main reason there hasn't been an event is because of access to the river. For more than four years kayakers have been putting on this stretch of river at the Highway 49 bridge and paddling down to the whitewater spot. Kayakers are forced to then turn around and attain approximately 2 miles back up stream to the Highway 49 bridge because of limited access issues. I cannot stress enough that if we were to manipulate this feature and potentially create a few more that could accommodate different river level's, we would have an incredible resource that would draw professional athletes and recreational kayakers from around the world. It is my belief it would take very little money to implicate these kinds of features into this stretch of river.

A

SL PRODUCTIONS · SCOTT LINDGREN
331 Rio Vista Dr # 10 Auburn, CA 95603 USA
530-823-5360 P 530-823-5485 F
fluid@inreach.com

A. The Proposed Project would not include development of a whitewater park on the North Fork American River. Future Auburn SRA planning activities will be undertaken by Reclamation and CDPR later this year.

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SLP

c. Whitewater Slalom kayaking is on the same sort of magnitude as freestyle kayaking. According to recent news the Olympic Committee is considering the site for the 2008 Olympics. I am sure that there are many benefits to offering this section of river as an Olympic Site. However, I most bring up that Slalom kayaking is a very small community. Much smaller than the freestyle community. It has been on the decline for many years and the only reason the sport exist to date is because of the Olympics. American Canoe Association statistics show that freestyle kayaking has grown at an annual rate of 20% for the last 8 years. Slalom kayaking has basically declined to the point where all of the sports sponsors and events have been scaled down to such a degree that kayak manufactures have stopped producing Slalom boats. It would be crazy to only design a slalom course and not a freestyle park. A slalom park would have minimal recreational value after the Olympic venue, where as a freestyle park would generate recreational use for years to come. The committee should seriously consider consulting with the American Whitewater Association and the American Canoe Association in regards to the growth of both sports. I know it would educate the committee on where slalom kayaking sits and instill the idea that we need a freestyle whitewater park to be a part of this project.

A

3. It is my opinion that these recreation areas should be designed around the summer low water flow from the Middle Fork of the American River. The recreation parks should not be designed around a contributing flow from the North Fork American River. The season is to short on the North Fork American and would offer minimal usage for both Freestyle and Slalom whitewater parks.

B

4. It is important keep open all trails for mountain biking, horseback riding and walking.

C

5. There should be parking at the Auburn Dam Site that could accommodate all of the above. I believe that there should be nothing less than 40 parking spots for recreating for all of the above activities

I have included my resume along with one of my films that will give you an idea as to my experience and expertise in the field. Please feel free to contact me with any questions. If there is any way that I can help with this project I would be more than happy to contribute. I have film footage of the canyon below that documents the freestyle spots mentioned above in paragraph 2a. I would be more than happy to make that available upon request. Thank you for taking the time to read what I have to say.

Sincerely,

Scott Lindgren

SL PRODUCTIONS · SCOTT LINDGREN
331 Rio Vista Dr # 10 Auburn, CA 95603 USA
530-823-5360 P 530-823-5485 F
fluid@inreach.com

B. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

C. Please refer to Master Response 3.1.6, Public River Access Features.

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CURLY MEDIA – A SL PRODUCTION

Auburn Dam Site Project Manager,

A I am an Auburn resident, avid outdoorswoman and would like to participate in the Auburn Dam Whitewater Park as a volunteer if needed. I am a class 4 kayaker and feel I can be beneficial to a successful design the entire community can enjoy. Let me know if you need photos of the area, I have many in my library.

Sincerely,

Jenning Steger
Photographer
CurlyMedia@excite.com

PO BOX # 3314 • AUBURN, CA • 95604-3314 USA
PHONE: 530-823-5360 EXT #5 • FAX: 530-823-5485

A. The Proposed Project would not include development of a whitewater park on the North Fork American River. Future Auburn SRA planning activities will be undertaken by Reclamation and CDPR later this year (2002).

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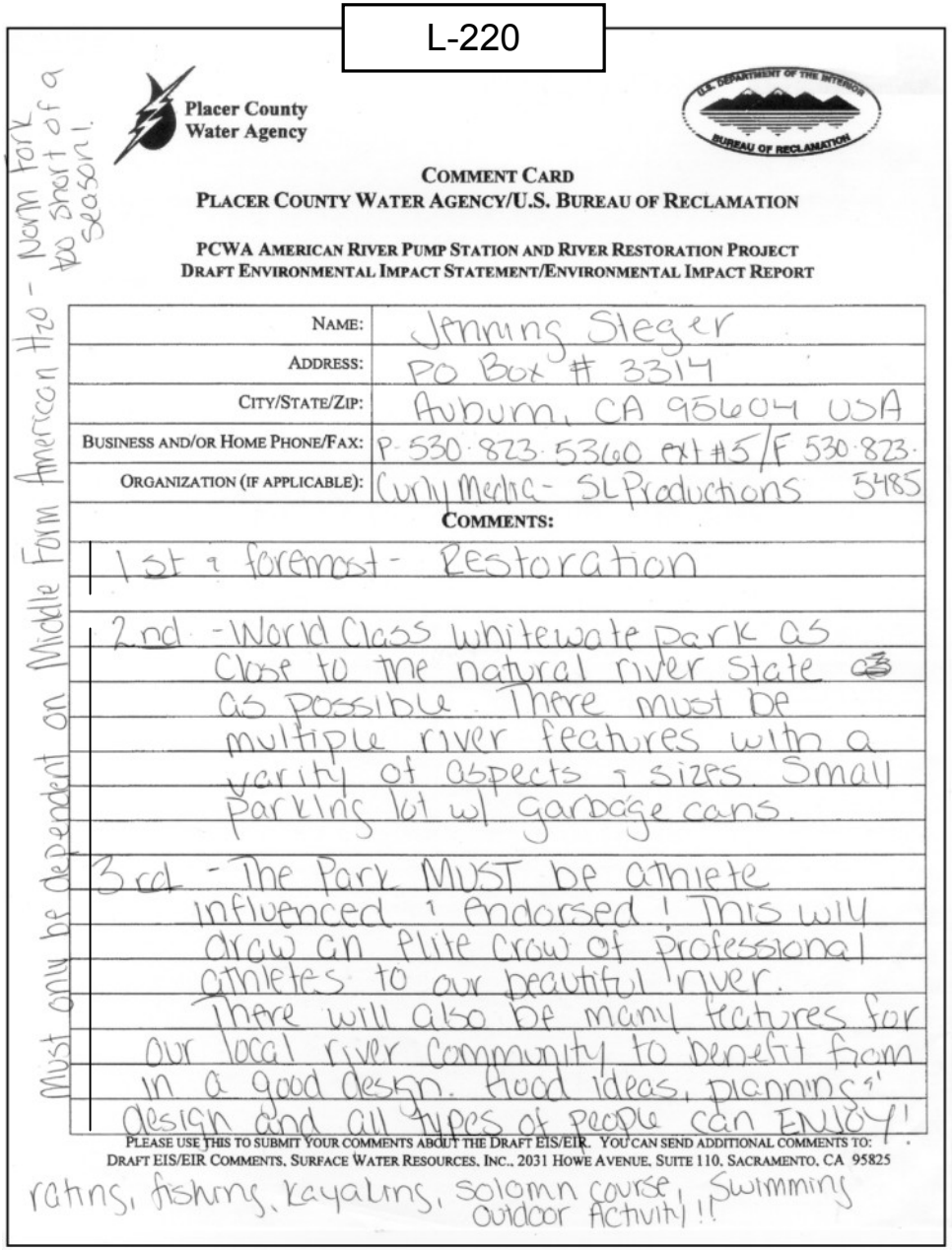

Placer County Water Agency

U.S. Department of the Interior Bureau of Reclamation

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Jennung Steger
ADDRESS:	PO Box # 3314
CITY/STATE/ZIP:	Auburn, CA 95604 USA
BUSINESS AND/OR HOME PHONE/FAX:	P 530 823 5360 ext #5/F 530 823
ORGANIZATION (IF APPLICABLE):	Curly Medic - SL Productions 5485

COMMENTS:

A. 1st & foremost - Restoration

2nd - World Class whitewater park as close to the natural river state as possible. There must be multiple river features with a variety of aspects & sizes. Small parking lot w/ garbage cans.

B

3rd - The Park MUST be athlete influenced & endorsed! This will draw an elite crew of professional athletes to our beautiful river. There will also be many features for our local river community to benefit from in a good design. Good ideas, planning & design and all types of people can ENJOY!

Must only be dependent on Middle Form American H_2O - North Fork to start of season!

rafting, fishing, kayaking, slalom course, outdoor activity!! Swimming

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825

A. Please refer to Master Response 3.1.5, Project Area River Restoration.

B. The Proposed Project would not include development of a whitewater park on the North Fork American River. Future Auburn SRA planning activities will be undertaken by Reclamation and CDPR later this year (2002).

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	BILL SIDNAM
ADDRESS:	11110 TANGLEWOOD DR
CITY/STATE/ZIP:	AUBURN, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-885-1703
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A 1- Concerned about wildfire threat from recreation part of the project

B 2- Please find an alternate route other than Maidu Drive, a residential area, with children walking to and from school. Increase in traffic is not acceptable.

3- Pacific Ave. would be a non-residential alternative for construction and other traffic.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☒ ***Please check here if you would like to be on the project mailing list.***

A. Please refer to Master Response 3.1.9, Fire Management.

B. Please refer to Master Response 3.1.10, Project Access and Master Response 3.1.6, Public River Access Features.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	JODY SIDNAM
ADDRESS:	11110 Tanglewood Dr.
CITY/STATE/ZIP:	Auburn, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-885-1703
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

I have no objection to the pumping Station and the river being returned to its natural state. I am concerned about fire danger and added traffic down Maidu. A,B

Can't the project be done without opening it to the public. C

If it is a done deal then Pacific St access should be used.

Jody Sidnam

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☒ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.9, Fire Management.

B. Please refer to Master Response 3.1.6, Public River Access Features.

C. Please refer to Master Response 3.1.6, Public River Access Features and Master Response 3.1.4, Auburn Dam Construction Bypass Tunnel.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Bill Ray
ADDRESS:	10115 Snowy Owl
CITY/STATE/ZIP:	Auburn, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	916-782-2300
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A (1) Recreational activities and parking will substantially increase traffic on Maidu, and probably even other residential streets in the area. This is a risk to children playing and riding bikes. Huge safety concern. A residential area with schools is not appropriate for a multi-use recreational park facility!

B (2) Fire risks in the canyon!

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ ***Please check here if you would like to be on the project mailing list.***

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.9, Fire Management.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Jillie Lorinergy Monroe
ADDRESS:	10025 Snowy Owl Wy
CITY/STATE/ZIP:	Auburn CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	885-4272
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A,B Concerns I have regarding this project is increased traffic on Maidu (wish I oppose), fire hazards - due to increased population in the area. People/teens going down there to "party"; drunk drivers which may be coming through our neighborhood. and the general population going into a pristine area ~~to~~ which will then be changed forever and most C likely abused. There is a lot of wildlife that lives in the canyon which will be driven out - and where will they relocate to. People need to stop "moving in" on the wildlife that lives there - its their area. The river can be restored without having to increase recreational use/parking

* We already have a lot of traffic during the summer/spring/fall A months on Maidu and on weekend/evenings we have a lot of "speeders", "burners" that drive down Maidu. I have a 22 month old daughter and another child on the way. I don't want to have increased traffic in my neighborhood. My family and I walk down to the canyon often (from our home) and we walk along Maidu Rd.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ ***Please check here if you would like to be on the project mailing list.***

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.9, Fire Management.

C. Please refer to Master Response 3.1.12, Project Area Wildlife.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Bob Schmitt
ADDRESS:	1389 Buckeye Ct.
CITY/STATE/ZIP:	Auburn, Ca. 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-885-0997
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

I have no objection with you moving forward with your project. I believe many people will benefit from this project. I strongly suggest that you drop Maidu Drive from your plan & make your point of entry off the Pacific Drive access road. This makes more sense.

A

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

☒ ***Please check here if you would like to be on the project mailing list.***

A. Please refer to Master Response 3.1.10, Project Access.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Mark Clark
ADDRESS:	3040 Eagles Nest
CITY/STATE/ZIP:	Auburn, Ca. 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-823-6014
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A Models of the flume used for the pumping should be completed in regards to safety under different flows prior to approval of the impact report.

B Fire mitigation plans should be completed prior to approval of the report. Fire mitigation should be implemented prior to recreation use – parking lots open at bottom of canyon. Fire mitigation should not consist of denuding the canyon.

C Wildlife impacts should also be addressed.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ *Please check here if you would like to be on the project mailing list.*

A. The project river restoration design engineers are developing models of the river system to evaluate safety and operational aspects of the diversion structure both for navigation and water supply needs.

B. Please refer to Master Response 3.1.9, Fire Management.

C. Please refer to Master Response 3.1.12, Project Area Wildlife.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Mark Clark
ADDRESS:	3040 Eagles Nest
CITY/STATE/ZIP:	Auburn, Ca 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-823-6014
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

Problems caused by vehicles down in canyon have not been sufficiently addressed:

A
- Fire Hazards
- Current uses - horseback riding, hiking, biking not compatible with increased traffic,

B
- Cars in canyon will degrade experience in park. There are already plenty of areas with car access, few where hiking, etc can be done with traffic hazards.
- Increased traffic through residential areas

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.9, Fire Management.

B. Please refer to Master Response 3.1.6, Public River Access Features.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Richard Hadley + Janet M. Hook
ADDRESS:	625 Parker Way
CITY/STATE/ZIP:	Auburn, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	(916) 414-6483 (H) (530) 887-0757
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A 1) Prefer entrance to new State Park be established at Auburn Dam Overlook location.

B 2) If entrance is established at Maidu Residence should receive free admission to park as mitigation for increase traffic and Noise.

C 3) Park should assume responsibility for Fuel reduction to prevent wildfire spread as mitigation for increase wildfire risk associated with increased use.

D 4) EIS/EIR is inadequate because it failed to analyze all reasonable access points for construction and long-term recreational access.

E 5. Traffic impacts not adequately mitigated.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

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A. Please refer to Master Response 3.1.10, Project Access.

B. Please refer to Master Response 3.1.6, Public River Access Features.

C. Please refer to Master Response 3.1.9, Fire Management.

D. Please refer to Master Response 3.1.10, Project Access.

E. Please refer to Master Response 3.1.6, Public River Access Features.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Sandy Amara
ADDRESS:	1850 Vista Del Lago
CITY/STATE/ZIP:	Aub. Ca. 95603
BUSINESS AND/OR HOME PHONE/FAX:	823-7279 (530)
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A — I am supportive of the project, however if there could be an alternate route for access (ie Railhead Park) I would appreciate that consideration. Unfortunately I do not feel this has been thoroughly explored. This project is not of the same dimension as the Dam project and the Pacific Street access should be possible.

Thank you for your consideration

B — One additional matter is that it is my hope that the pumpstation be extra insulated as sound travels up the canyon and is very disruptive to residents above. Please consider added insulation (as I know there will be some) to insure continued peace and quiet as the river canyon should be

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.10, Project Access.

B. As indicated in the Draft EIS/EIR (Chapter 3, Section 3.16, Noise), the proposed pump station would be insulated to ensure compliance with City of Auburn, Placer County, and El Dorado County noise ordinance standards for nearby residential areas.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Dirk Amaro
ADDRESS:	1850 Vista Del Lago
CITY/STATE/ZIP:	Auburn CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	823 7279
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A — Please consider an alternative access route to the site, specifically the Auburn Dam Overlook area as an access point.

Proving the main (or only) access to be Maidu Dr. through a residential area would be less preferable than access through a non-residential area such as Pacific St. Access through a non residential area will not have the same negative impact and potential for accidents (young children crossing the street and the proximity of Skyridge school) as a residential access.

B — We support the project but feel strongly that an alternate access is needed.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.10, Project Access.

B. Please refer to Master Response 3.1.6, Public River Access Features.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	L.L. Brougher
ADDRESS:	1755 Vista Del Monte
CITY/STATE/ZIP:	Auburn Ca 95603
BUSINESS AND/OR HOME PHONE/FAX:	823 5151
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A 1. Pacific ave would be a better location.

B 2. Have you folks considered that your proposed recreation area will be an easily accessible setting place for transients/Homeless?

C 3. Where is the "State", a group & who is the leader.

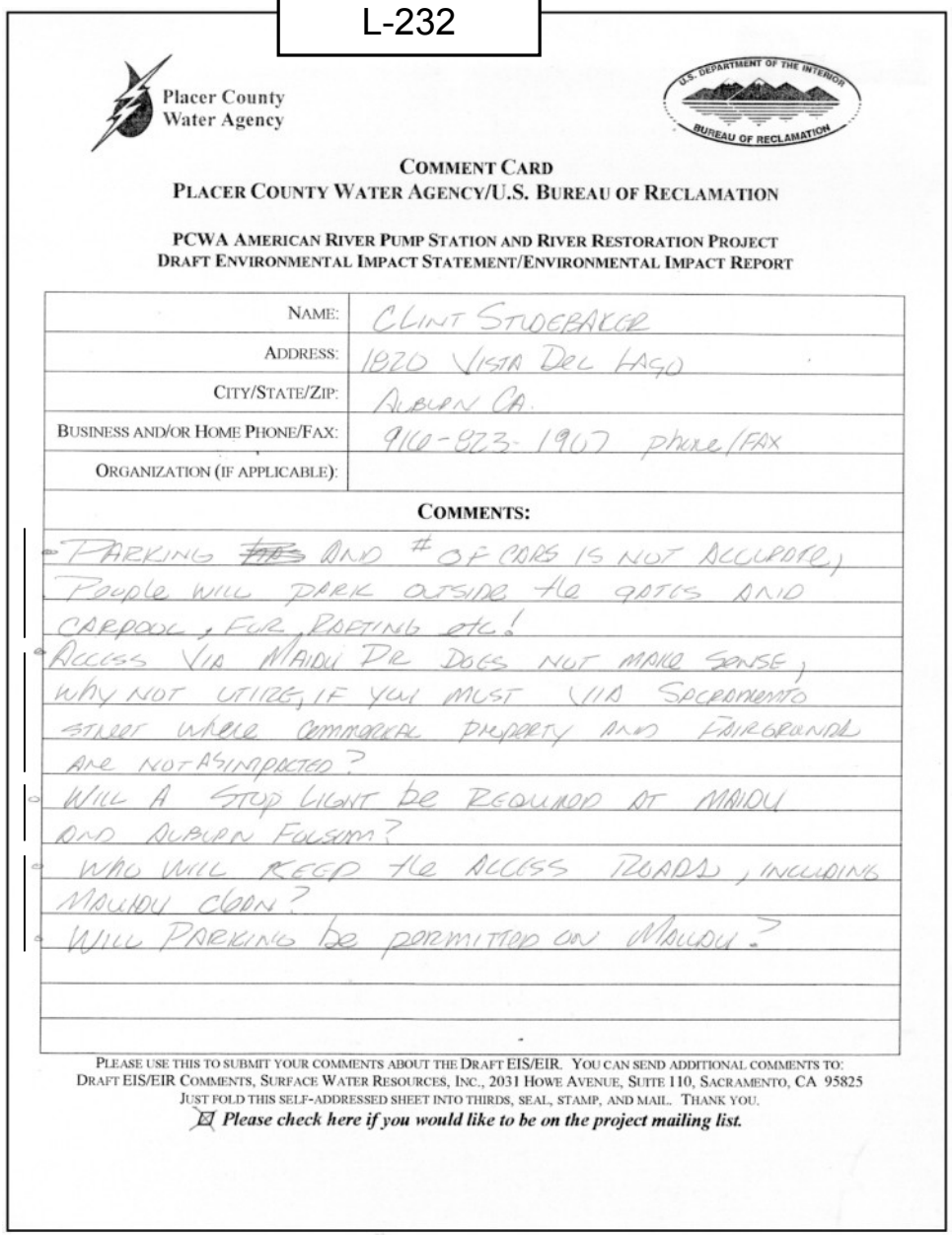
PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.10, Project Access.

B. Please refer to Master Response 3.1.6, Public River Access Features.

C. The California Resources Agency, CDPR, and CDFG have participated in the development of proposed public river access features, river channel restoration, and fish screen design considerations and related impact mitigation measures.

L-232



Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	CLINT STUDEBAKER
ADDRESS:	1920 VISTA DEL LAGO
CITY/STATE/ZIP:	AUBURN CA.
BUSINESS AND/OR HOME PHONE/FAX:	916-823-1907 phone/FAX
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A
- PARKING ~~FOR~~ AND # OF CARS IS NOT ACCURATE, PEOPLE WILL PARK OUTSIDE THE GATES AND CARPOOL, FOR RAFTING etc!

B
- ACCESS VIA MAIDU DR DOES NOT MAKE SENSE, WHY NOT UTILIZE, IF YOU MUST VIA SACRAMENTO STREET WHERE COMMERCIAL PROPERTY AND FAIRGROUNDS ARE NOT AS IMPACTED?

C
- WILL A STOP LIGHT BE REQUIRED AT MAIDU AND AUBURN FOLSOM?

D
- WHO WILL KEEP THE ACCESS ROADS, INCLUDING MAIDU CLEAN?
- WILL PARKING be permitted on MAIDU?

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☒ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.10, Project Access.

C. The City of Auburn plans to install a traffic signal at the intersection of Maidu Drive/Auburn-Folsom Road later this year (2002).

D. Please refer to Master Response 3.1.6, Public River Access Features.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	PAUL ARONOWITZ
ADDRESS:	1830 VISTA DEL LAGO
CITY/STATE/ZIP:	AUBURN, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	(530)823-9736
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A

Why is recreational access being run from Maidu as opposed to Pacific street? Access from Maidu runs the risk of exasperating traffic problems at the corner of Maidu and Auburn Folsom. It generates additional traffic close to an elementary school and residential areas. Additionally access from Maidu is steeper. Pacific Street is closer to Auburn-Folsom and has a light at the corner to control traffic. Additionally access from Pacific was originally established to transport material from rail head to the Dam construction, is a wider road, is less steep. While I am in favor of restoring the river, I believe safely relative access be run from Pacific Street NOT Maidu.

Thank you for your attention to this matter.

PS Have alternative routes for access been adequately reviewed?

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☑ ***Please check here if you would like to be on the project mailing list.***

A. Please refer to Master Response 3.1.10, Project Access.

L-234

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Richard Miller
ADDRESS:	680 Perkins Way
CITY/STATE/ZIP:	Auburn, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	530-823-8287
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A I am supportive of the overall project. I believe the access to the project would be better handled via Pacific Street by the former dam overlook area rather than via Maidu Drive. Maidu Drive cuts through heavy residential neighborhoods, schools, etc. The impact on these neighborhoods will be significant and negative compared to the impact on Pacific Street. From what I heard at the meetings it does not appear that the Pacific Street access was given adequate consideration. Have the increased traffic flow on Maidu been adequately addressed in the environmental analysis; have alternative access routes been analyzed and addressed?

B

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
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A. Please refer to Master Response 3.1.10, Project Access.

B. Please refer to Master Response 3.1.6, Public River Access Features.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Pat Thomas
ADDRESS:	10060 Snowy Owl WAY
CITY/STATE/ZIP:	Auburn, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	530 888-0784
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A I would like a copy of the most current environmental ~~impact report~~ study. The air quality alone is an issue

Pat Thomas

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

☒ *Please check here if you would like to be on the project mailing list.*

A. Comment noted. Commenter added to report distribution list. Air quality issues are evaluated in the Draft EIS/EIR and Final EIS/EIR, Chapter 3.0, Section 3.15.

L-236

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Louise Knop
ADDRESS:	11060 Rosemary Dr.
CITY/STATE/ZIP:	Auburn, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	N/A
ORGANIZATION (IF APPLICABLE):	N/A

COMMENTS:

A Consideration should be given to the Pacific Street enterance into the canyon. There is an existing parking structure and the existing road into the canyon can be picked up at Rail Head Park. Maidu is a residential road and should remain so. Skyridge school is off of Maidu and will be greatly impacted. I Strongly agree

B with restoring the river, and building the pumping station. But providing a parking lot is not the answer. Auburn already has a recreational area at the Dam Overlook. Please consider using this existing structure.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.10, Project Access.

B. Please refer to Master Response 3.1.6, Public River Access Features.

L-237

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	STEVE MATTERN
ADDRESS:	11121 TANGLEWOOD DR
CITY/STATE/ZIP:	AUBURN, CA
BUSINESS AND/OR HOME PHONE/FAX:	530 889-0432
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A OVERALL PROJECT PROVIDES A NUMBER OF BENEFITS ADEQUATE STUDIES NEED TO CONSIDER, TRAFFIC FLOW THROUGH A MAJOR

B RESIDENTIAL AREA, FIRE DANGER AND PROTECTION.

C FURTHER CONCERNS REGARDING WILDLIFE PROTECTION.

D ALTERNATIVE ACCESS IS AVAILABLE THROUGH PACIFIC AVE, EXISTING STUDY UTILIZED NO BETTER THAN 1ST GRADE MATH, NO CONCERN OR PROVISION FOR TURNAROUND TRAFFIC THAT IS NOT ABLE TO PARK IN THE RECREATION AREA, I'M IN FAVOR OF THE PROJECT BUT FEEL THAT WE CAN DO WITHOUT THE PARKING THAT PROMOTES ALL OF THE ABOVE.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.9, Fire Management.

C. Please refer to Master Response 3.1.12, Project Area Wildlife.

D. Please refer to Master Response 3.1.10, Project Access.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Fran Mattern
ADDRESS:	11121 Tanglewood Dr
CITY/STATE/ZIP:	Auburn CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A While this project in itself sounds like something we need as far as water station & restoring the river - Our objections rise to the increased use of recreation in our canyon with the increased fears of fire danger.

B The access street proposed (Maidu) is totally unacceptable when the Pacific Ave access is available. It's were said to be the reason — but with Skyridge School being involved & all the residential area in the Maidu area, that should take presidence. Over the cost of the Pacific Ave. access.

C

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ ***Please check here if you would like to be on the project mailing list.***

A. Please refer to Master Response 3.1.9, Fire Management.

B. Please refer to Master Response 3.1.10, Project Access.

C. Please refer to Master Response 3.1.6, Public River Access Features.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	ALFRED W CLARK
ADDRESS:	1492 STONE WAY
CITY/STATE/ZIP:	AUBURN, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	(530) 885-1076
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A AS A LOCAL RESIDENT I SUPPORT OPENING THE PROJECT AREA FOR PUBLIC RECREATION. IT WILL A NEED FOR SENIORS TO HAVE ACCESS WHICH WAS PREVIOUSLY FEASIBLE USING THE EXISTING TRAIL SYSTEM, BE SURE AND PROVIDE PARKING FOR DISABLED NEAR THE RIVER FOR FISHING ETC. PARKING HALF WAY UP THE HILL IS NOT ACCEPTABLE. I SUPPORT THE REVIEW OF LOOKING AT ACCESS FROM THE DAM OVERLOOK AREA.

11/7/01

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ ***Please check here if you would like to be on the project mailing list.***

A. Project support noted. Please refer to Master Response 3.1.10, Project Access and Master Response 3.1.6, Public River Access Features.

L-240

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Robert S Israel
ADDRESS:	485 Perkins Way
CITY/STATE/ZIP:	Auburn 95603
BUSINESS AND/OR HOME PHONE/FAX:	530- 823-7574
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A — Concerning Maidu drive: Why is there no entrance on the current road from Pacific. It would only need an intersection and there are no house to be impacted.

B — Why not use the original plan of a pumping plant only

C — More people drown at the confluence than at the Tunnel. A fish ladder would allow for migration.

RS Israel
11/07/01

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ ***Please check here if you would like to be on the project mailing list.***

A. Please refer to Master Response 3.1.10, Project Access. Houses along Pacific Avenue face the street, have driveway access directly to Pacific Avenue, and have no fencing separating the front yards from the street. Houses near Maidu Drive do not face front-ways to the street; there are no direct driveway access points; and all homes are set back and behind wooden, brick or stone fencing.

B. Since the time of the original proposal in 1995, the lead agencies and responsible state agencies identified additional needs for the project study area. The Proposed Project would meet all of the stated objectives of the lead agencies (See Draft EIS/EIR, Chapter 1, Introduction).

C. The Proposed Project includes design and installation of fish screens on the new intake/diversion structure. CDFG fish screen experts would be involved in the review and approval of the design and would have the opportunity to inspect construction and operation of the facility. The Proposed Project does not require or involve a fish ladder.

L-241

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	MARK ANDERSON
ADDRESS:	2005 Falcons Point
CITY/STATE/ZIP:	Auburn, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	916-788-5639 ofc / 530-888-0215
ORGANIZATION (IF APPLICABLE):	Homeowner

COMMENTS:

A I don't believe the traffic conditions have been properly forecasted. You are benchmarking against school-drop-off hours. If you consider the impact versus the "normal" quiet traffic patterns, you will see a substantial impact. I am opposed to the proposed increase traffic down Maidu

B from Auburn Folsom road. I don't feel alternate routes have been adequately considered. For ~~example~~, use the access road from the DAM OVERLOOK instead of through my ~~me~~ neighborhood. I am also concerned about

C the increased fire danger due to the invitation (parking) for increased recreational use. A fire in the canyon would race right up the canyon wall to my house!

I am opposed to the recreation part of this Proposed. The Pump Station and tunnel closure are fine, but please do NOT create access to the river in this area.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
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There are ~~to~~ many children in our neighborhood. We feel the increased traffic, both during the construction, and after the parking area is complete, will create a risk for injury.

→ (over)

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.10, Project Access.

C. Please refer to Master Response 3.1.9, Fire Management.

L-241, pg. 2

C

A fire prevention plan, and funding for that should be part of the EIR/EIS — not after the fact.

I'm opposed to decimating the canyon (~~clearing~~ clearing) for the creation of a fire blockade.

A

More on traffic

- I don't believe the traffic impact was correctly estimated. What about those who drive down Maidu only to find no parking — they still impact the traffic on Maidu.

Concerned about environmental impact
- Air quality (CARB)
- oil
- garbage

C

At our informational meeting, the project manager stated that the access to public-access area from Pacific Street was not considered. This has less impact and should be considered instead of the Maidu access.

If one major goal is to return the river to its ~~an~~ natural (historic) state, then do not add the recreational part to this proposal!

M Vanderson

L-242

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Kevin Dimmick
ADDRESS:	11175 Rosemary Dr.
CITY/STATE/ZIP:	Auburn, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	Bus: (916) 748-7240 Home (530) 823-5116
ORGANIZATION (IF APPLICABLE):	N/A

COMMENTS:

See attached

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
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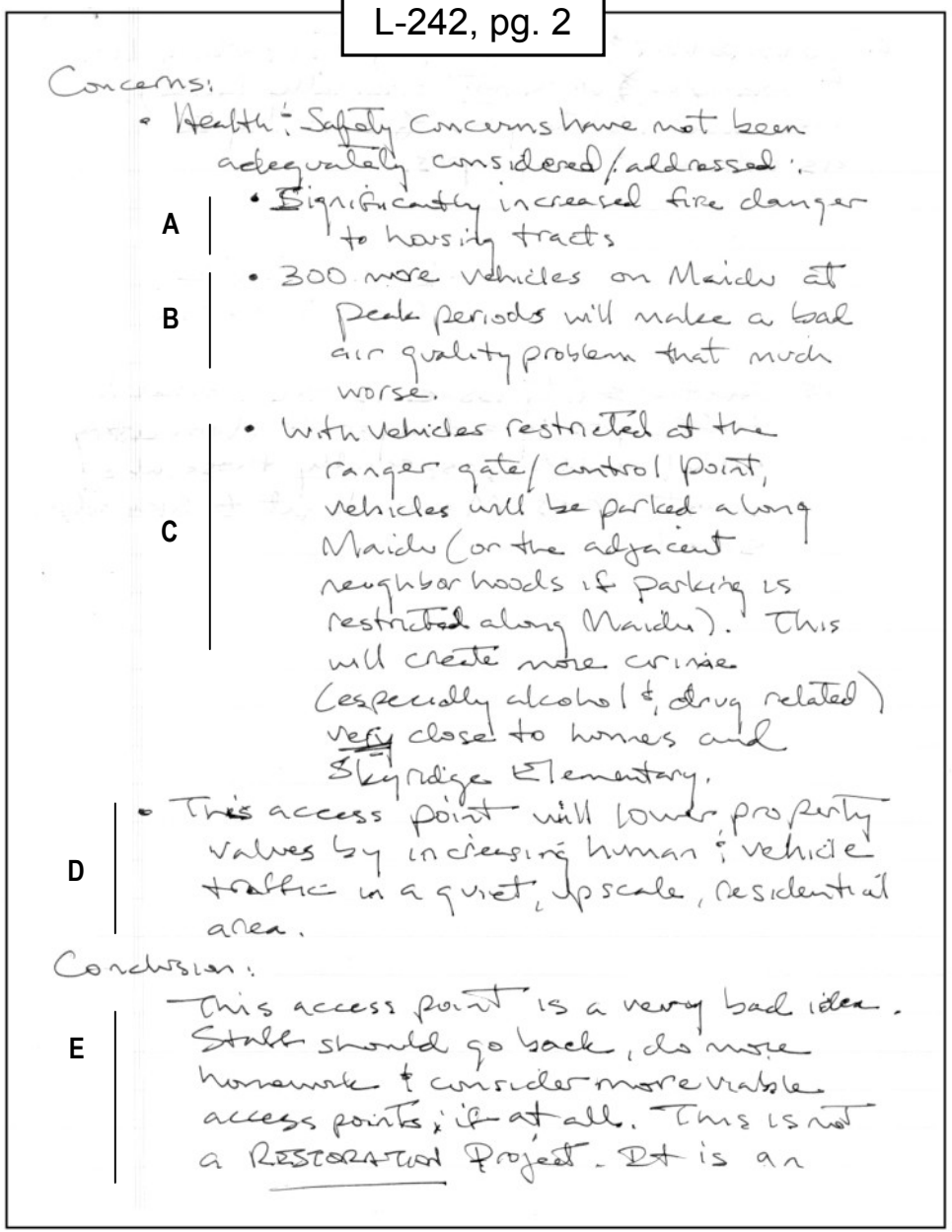
L-242, pg. 2



Concerns:

- Health & Safety Concerns have not been adequately considered/addressed:
  - **A** Significantly increased fire danger to housing tracts
  - **B** 300 more vehicles on Maidu at peak periods will make a bad air quality problem that much worse.
  - **C** With vehicles restricted at the ranger gate/control point, vehicles will be parked along Maidu (or the adjacent neighborhoods if parking is restricted along Maidu). This will create more crime (especially alcohol & drug related) very close to homes and Skyridge Elementary.
  - **D** This access point will lower property values by increasing human & vehicle traffic in a quiet, upscale, residential area.

Conclusion:

- **E** This access point is a very bad idea. Staff should go back, do more homework & consider more viable access points, if at all. This is not a RESTORATION Project. It is an

A. Please refer to Master Response 3.1.9, Fire Management.

B. Please refer to Master Response 3.1.6, Public River Access Features.

C. Please refer to Master Response 3.1.6, Public River Access Features.

D. Please refer to Master Response 3.1.6, Public River Access Features.

E. Please refer to Master Response 3.1.10, Project Access.

L-242, pg. 3

E

IMPROVEMENT & CHANGE project. (Parking lots, for example, ½ were not originally there). Feels like a State grab of our rights as citizens & tax payers.

– Kevin Dimmick
(530) 823-5116

C

P.S. Another safety issue is the increased traffic posing a danger to elementary school children, especially those who must cross Marden to get to Skymidge School.

L-243



United States Department of the Interior

BUREAU OF RECLAMATION
MP CONSTRUCTION OFFICE
1140 West Wood Street
P.O. Box 988
WILLOWS, CALIFORNIA 95988-0988

IN REPLY
REFER TO:
MPCO-232
PRJ-8.10

NOV 14 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento CA 95825

Subject: Comments to Draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR)--American River Pump Station Project--Statement No. DES 01-26 SCH# 1999062089--Placer County Water Agency (PCWA)--Auburn, California

Ladies and Gentlemen:

We have reviewed the subject draft EIS/EIR and provide the following comments.

A

1. Page 2-33, Survey and Identify Bat Habitat: The Draft EIS/EIR states that prior to construction, a survey of the construction area, would be conducted to determine the presence of bat species of concern.

Comment: Clarify what is meant by prior to construction. Will the survey be conducted prior to the completion of the final design specifications so the results can be reflected in the solicitation for bids, or will the survey be conducted after the award of a contract?

B

2. Page 2-34, Water Quality: The EIS/EIR states that the contractor will be required to perform daily monitoring of turbidity. The EIS/EIR also states that the monitoring and reporting requirements will be determined in consultation with the RWQCB and implemented by the contractor.

Comment: Clarify if the monitoring and reporting requirements stated in the EIS/EIR will be incorporated into the final design specifications prior to solicitation and bidding.

C

3. Page 2-38, paragraph above Geology and Soils: This paragraph discusses Cultural Resources at Shasta Reservoir.

Comment: Clarify if this paragraph about Shasta is correct or if it needs to be removed.

D

4. Page 2-41, Particular Matter, top of page: The EIS/EIR states that "All Grading operations would be suspended when wind speeds (as instantaneous gusts) exceed 25 miles per hour.

Comment: Make data available that will show the frequency of occurrence of wind speeds over 25 miles per hour within the construction area. This requirement could pose a significant impact on a contractor, and bidders should be able to take this into account when bidding the project.

E

5. Page 2-41, Particular Matter, last paragraph under this heading: The second sentence states "Because it is uncertain whether or not the emissions can be further reduced to below the Placer County APCD's quarterly emissions threshold, the emissions above the threshold represent a potentially significant impact."

Comment: Indicate what impact this will have on construction if the threshold cannot be met. State what action Placer County APCD's will take if this happens.

A. The design consultant, together with Reclamation's Folsom Area Office and PCWA, are consulting with CDPR, CDFG, USFWS and NMFS to address and mitigate any potential wildlife concerns that are related to or directly impacted by activity within the construction area. It is intended that the bat habitat survey and any recommendation or restrictions thereby generated would be concluded prior to issuance of specifications for bidding so that the recommendations or restrictions can be incorporated into the construction specifications for contractor bidding purposes. If the consultation process is not completed prior to invitation for bids, it will be completed before notice to proceed is issued by Reclamation and any restrictions would be incorporated into the construction contract by amendment.

B. The lead agencies and the design consultant are currently in consultation with state and federal agencies regarding permitting requirements. It is intended that all permit requirements will be known prior to solicitation and bidding, so that the contract specifications can accurately reflect any necessary mitigation requirements to be imposed on the construction contractor, and the contractor can likewise integrate any additional costs associated with said requirements into bid prices.

A storm water pollution prevention plan (SWPPP) would be a requirement in the construction specifications. Turbidity monitoring during storm periods or when in-river work is taking place will be a requirement of the SWPPP. If the extent of turbidity monitoring is not accurately reflected by construction specifications, and only comes to light after the contract has been awarded, a modification to the contract will be necessary or the Reclamation construction manager could elect to perform any work not required of the contractor, but required as a permit condition.

C. The discussion regarding mitigation for the potentially significant cumulative cultural resources effects at Shasta Reservoir are correct. Reclamation is consulting with SHPO regarding the content of the programmatic agreement.

D. This information will be provided in the construction specifications.

E. The construction contractor would be required to include all air pollution control mitigation measures adopted by the lead agencies in the Mitigation Plan. Such measures would be included in the construction specifications.

F. Reclamation has not performed any on-site asbestos monitoring. The asbestos language in the Draft EIS/EIR is based upon the fact that some of the rock types at the project site have the potential to contain asbestos deposits within them. As a precautionary measure, the construction specifications would require the contractor to obtain air samples periodically during earth moving and drilling operations to document that no asbestos hazard exists. Other control measures, as required by CARB and APCDS, would be included in the Mitigation Plan. The Mitigation Plan would be incorporated into the constructions specifications.

L-243, pg. 2

F

6. Page 2-42, Public Health and Worker Safety, Exposure to Asbestos Fibers: The last sentence says that "Based on the results of on-site monitoring, construction workers also may be required to wear protective clothing and use respiratory equipment."

Comment: Clarify if Reclamation performed any onsite monitoring at the site that may indicated the levels of asbestos or if this is going to be a contract requirement for the contractor to monitor and determined the levels.

G

7. Page 2-79, Water Quality: Under the Environmental Protection and Mitigation Column, it states that the contractor would ensure proper implementation of water quality protection BMPs required by RWQCB.

Comment: Indicate that the BMPs will be incorporated into the specifications.

H

8. Page 2-80, Water Quality: Under the Environmental Protection and Mitigation Column, it states that the National Pollutant Discharge Elimination System permit compliance would include the development and implementation of a Stormwater Pollution Prevention Plan for the construction site.

Comment: Clarify who is responsible for the development and implementation of this Stormwater Pollution Prevention Plan for the construction site. Note that this is usually a standard contract requirement.

I

9. Page 2-95, Visual Resources: In the Impact Issue column, Action Alternatives, the first paragraph states that "Improvements to trail from turnaround to Oregon Bar would be performed manually, no construction equipment would be introduced to that area."

Comment: Clarify if this work will be performed by the contractor or other parties (CDPR). State the dimensions of the trail being constructed. Clarify if the trail size could potentially accommodate smaller pieces of equipment (for example Bobcat and Compact Excavators). If the trail can accommodate smaller pieces of equipment, it may be advantageous to all parties both in cost and time if the contractor were allowed to used some smaller motorized equipment to perform this work.

J

10. Page 2-122, Public Health and Worker Safety: Under the Environmental Protection and Mitigation Column, Preconstruction, it states that a geotechnical survey and mapping of serpentine rock will be conducted within areas to be excavated and blasted.

Comment: State who is responsible for conducting this survey and mapping work. Clarify if Reclamation has already conducted this survey.

K

11. All permits should be acquired and permit terms reflected in the specifications.

L

12. An appendix should be developed that consolidates all environmental commitments in one place.

If you wish to discuss this with us, please contact Walter Shaw of my staff at (530) 934-7066 or TDD (530) 934-7089. Please direct all correspondence regarding this matter to the Construction Engineer, Bureau of Reclamation, MP Construction Office, PO Box 988, Willows, California 95988-0988.

Sincerely,

for Richard A. Welsh
Construction Engineer

G. Construction specification requirements regarding water pollution control plans and storm water pollution control plans will adequately satisfy this requirement.

H. Reclamation will be issuing the solicitation and specifications for bid. Reclamation intends to make the development of the storm water pollution prevention plan a requirement of the contractor.

I. The commenter asks for clarification regarding the role of the contractor and any associated duties relating to trail improvement including trail-related construction activities and motorized equipment usage.

The lead agencies, along with the design consultant and CDPR, have decided that trail development will not be part of the construction contract and will be accomplished by others, such as CDPR personnel.

The Draft EIS/EIR has stated in the Action Alternatives (Table 2-7, Section 3.9) that no motorized equipment will be introduced into the area and all trail improvement work will be performed manually. Therefore, no small motorized equipment such as a Bobcat or Compact Excavator will be used during trail construction or improvement activities. All of this work will be done outside of the construction contract.

J. Reclamation would be responsible for survey and mapping of serpentine rock within the areas to be excavated and/or blasted.

K. The design consultant is obtaining the necessary permits with assistance from PCWA and Reclamation's Folsom Area Office. As nearly as practicable, all permits will be acquired prior to issuance of specifications for bidding so that the terms and conditions of the permits can be reflected in the specifications.

L. All aspects of the project design and issues raised in this comment letter have been closely coordinated with Reclamation Willows construction office.

L-244

United States Department
of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish and Wildlife Office
2800 Cottage Way, Room W-2605
Sacramento, California 95825

IN REPLY REFER TO:
American River Cumulative Analysis

December 13, 2001

Memorandum

To: Area Manager, U.S. Bureau of Reclamation
Central California Area Office (Attention: Rod Hall)

From: Acting Field Supervisor, Sacramento Fish and Wildlife Office
Sacramento, California

Subject: Planning Aid Memorandum for the Cumulative Impact Analysis of the Placer County Water Agency's American River Pump Station Project.

The Bureau of Reclamation (Reclamation) has consulted with the Fish and Wildlife Service (Service) under guidance and provisions of the Fish and Wildlife Coordination Act (FWCA) to define a cumulative impact analysis for a number of American River-related reasonably foreseeable actions, including the Placer County Water Agency's proposed American River Pump Station Project (PCWA Project). The Service provided Reclamation with a Planning Aid Memorandum (PAM) (dated August 17, 2001) to document the Service's final recommendations on the cumulative analysis draft outline (draft outline) (dated May 1, 2000). The present PAM conveys the Service's comments and recommendations to Reclamation regarding results of the cumulative impacts analysis, as contained in the Draft EIS/EIR for the PCWA Project. These comments and recommendations are provided pursuant to the FWCA and the National Environmental Policy Act (NEPA).

The cumulative analysis is intended to help Reclamation meet several environmental regulatory requirements for the American River-related reasonably foreseeable actions, including NEPA, Endangered Species Act (ESA), and FWCA. There are more than 30 American River-related actions in the cumulative analysis, which include new, amendatory, and renewed water service contracts; Warren Act contracts; construction and operation of associated facilities, and dry year water deliveries to meet provisions of the Water Forum Agreement (USBR 2001). Water demands and service area effects are projected out to the year 2025. The cumulative analysis is to be applied to each of the American River-related actions, which Reclamation plans to assess on an individual action basis, beginning with the PCWA Pumps Project.

See Responses to Recommendations at L-244, page 8.

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The Service advised Reclamation in the August 17, 2001, PAM that the cumulative analysis outline described in Reclamation's May 1, 2000, draft report; as amended by revised modeling assumptions, water demand projections, and impact indicators; appeared generally suitable for assessing cumulative impacts of the American River-related reasonably foreseeable actions. Exceptions included the significance criteria associated with the impact indicators; project description and modeling assumptions for the East Bay Municipal Utility District's (EBMUD) supplemental water supply project, which were not yet defined by Reclamation; and the lack of a baseline that could be used to isolate the cumulative effects of Reclamation's American River-related actions from those of non-Reclamation actions included in the cumulative analysis.

The Service has conducted an initial review of Reclamation's draft cumulative analysis for the PCWA Project (USBR 2001) and offers the comments below. Additional comments will be provided by the Service following additional review of the analysis.

Cumulative Analysis Content

- On initial review, the cumulative analysis appears to include most of the analysis topics contained in the cumulative analysis draft outline, with exceptions noted below.

- The cumulative analysis does a good job of summarizing a large amount of complex information regarding proposed actions, impact analyses, and results. Organization and graphics are generally clear and logical.

- Project descriptions address pertinent information needed by the Service for biological evaluation. However, because of the large amount of information presented and complexity of potential projects, we cannot determine, without further review and consideration of the data presented, whether the analysis contains all information that may be needed by the Service to address all impacts, including interrelated, interdependent, and cumulative aspects of the PCWA Project and other American River-related reasonably foreseeable actions.

- Sufficiency of information for ESA purposes cannot yet be determined by the Service, as review of the cumulative analysis for ESA purposes is not completed. Also, the approach for ESA consultation on future American River-related projects has not yet been determined and, therefore, the utility and sufficiency of data for species listed under the ESA (listed species) must be further considered.

- Analysis of the EBMUD water contract amendment targeting a Sacramento River diversion rather than the Folsom South Canal is acceptable to the Service, but modeling assumptions for EBMUD diversion amounts and timing is unclear, as the contribution of EBMUD water diversions to American River water demands, as provided in demand summary tables, is not provided in the cumulative analysis. For this reason, comparison of water demands for the American River presented in water demands tables are lacking some perspective due to omission of this significant amount of EBMUD water.

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- During the interagency cumulative analysis planning meetings and per the draft outline, it was agreed that an analysis of bed load movement would be incorporated into the cumulative analysis. Bed load movement is an important river function, as it affects fisheries habitat structure and riparian vegetation substrates. This information has not been included in the present cumulative analysis.

- The monthly time-step limitation of PROSIM model was discussed during interagency meetings for the cumulative analysis. PROSIM cannot assess conditions for short-term events, such as a single day or week, but such short-term events can have serious adverse effects on American River aquatic habitat and fisheries (e.g., too warm water temperatures). During cumulative analysis planning (meetings and correspondence), the Service requested that Reclamation qualitatively describe the probability, extent, intensity, and consequences of short-term adverse conditions that may harm aquatic resources due to implementation of the cumulative American River-related actions. These projections would address environmental conditions that would most likely result in significant adverse effects (e.g., low flows and high temperatures at critical times in the lower American River, and their effects on aquatic life). This information has not been included in the present cumulative analysis.

- Diversion of nearly 300,000 acre-feet of additional water planned for the American and Sacramento rivers would add to existing impacts of the lower American River, Sacramento River, and Delta, making it more difficult to mitigate for these existing impacts, yet alone new impacts. During cumulative analysis planning (meetings and correspondence), the Service requested a modeling presentation to show environmental effects of increasing increments of total water diverted under the cumulative condition as a form of sensitivity analysis (e.g., flow and temperature in the lower American River would be assessed in increments of 10 or 20 percent of the total cumulative diversion amount). This analysis would help show thresholds of water diversions where adverse impacts to the biological environment begin to occur. As we realized it could be difficult to develop this analysis, we requested that Reclamation instead develop a best estimate of the threshold amount of water that could be diverted without additional impacts. This is an important consideration because the Central Valley river ecosystems, including the American River, are already under stress and in need of mitigative measures for impacts of existing water diversions. The threshold for new water diversions would help put the additional water demands in perspective regarding the capability of the river ecosystems to meet these new demands. This information has not been included in the present cumulative analysis.

Cumulative Impacts

- Because of the complexity of the cumulative analysis and time constraints for review, the Service has not completed its review of cumulative impacts presented in the cumulative analysis and cannot offer complete comments on results of the cumulative impact analysis at this time. Comments and recommendations on several aspects of the cumulative analysis; however, are provided below. The Service will continue its review of the

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cumulative analysis as applied to future Reclamation projects and provide additional comments to Reclamation.

- Some of the impact indicators and significance criteria are too often based only on special-status species, alone. Some environmental alterations that are seemingly substantial were determined to be insignificant under the significance criteria used, but other potential impacts were not addressed. For example, upper Sacramento River flows reduced by up to 9.4% in the cumulative condition is considered less than significant, based on winter-run chinook salmon biological opinion criteria. However, a 9.4% reduction is substantial and could adversely affect other species, such as resident fish (non-anadromous), aquatic invertebrates, amphibians, and river-associated terrestrial species. These species could be adversely affected by loss of aquatic habitat area, shaded riverine aquatic habitat, and vegetation adjacent to the river (similar to a reservoir "bathtub ring" during drawdown).

- Some significance criteria are vague, as they are open ended and subjective. These criteria state that sufficient magnitude of effect must occur to be significant, but the magnitude that would be sufficient is not defined. No supporting biological data is provided for some conclusions that magnitudes of effects are too small to be significant, such as cottonwood growth and maintenance, backwater recharge on the lower American River, and others. For example, flows in the lower American River of at least 2,000 cfs during the cottonwood growing season decrease under the cumulative condition by 6.4% at H Street Bridge. This is determined by the analysis to be "less than significant," but no data are provided to support that conclusion, or what percent decrease would be considered significant. Similar conclusions are made for riparian habitats on other streams and for other impacts in the analysis, and possibly other non-riparian related indicators. The Service is continuing review of impacts to lower American River cottonwood habitat and associated wildlife species due to changes in instream flows, and we will provide further comments to Reclamation when review is completed.

- Several "potentially significant" impacts are identified in the cumulative analysis, including fall-run chinook salmon rearing habitat in lower American River due to reduced flow and increased temperature, splittail riparian habitat loss in the lower American River due to reduced flow, winter-run chinook salmon early lifestage survival in upper Sacramento River due to increased temperature, long-term average water temperatures in lower Sacramento River, shifts in X2 due to reduced Delta outflow, long-term average flow reductions in lower Feather River, and service area effects. However, it is not clear what contribution Reclamation's American River-related actions have made to these cumulative impacts because these actions are combined with non-American River-related actions contained in the cumulative condition (e.g., reduced Trinity River imports, increased demands of the State Water Project, and increased demands of the Contra Costa Water District) and only a total effect is presented in the analysis results. The Service provides recommendations on this problem below under "Programmatic View of Cumulative Actions."

- Related to the preceding comment, the contribution of the PCWA Project to cumulative impacts is determined by Reclamation to be "less than significant." The same could probably be concluded for impacts of other American River-related reasonably foreseeable actions in the future, which Reclamation would address using the cumulative analysis. Each Reclamation project may have impacts considered by Reclamation to be less than significant, but the sum of impacts from multiple Reclamation actions (cumulative impacts) may be significant. This raises concerns about how Reclamation would make decisions on implementing individual projects, and how mitigation needs for Reclamation-specific cumulative impacts, which are presently obscured in the analysis with other cumulative impacts, would be determined. Additional comments on this topic is provided below under "Programmatic View of Cumulative Impacts."

Mitigation of Cumulative Impacts

- As cumulative impacts due to Reclamation actions are obscured in the cumulative analysis, mitigation needs for cumulative impacts due to Reclamation actions cannot be determined. No specific mitigation or further action by Reclamation to address cumulative impacts is proposed for cumulative impacts in the present cumulative analysis. Reference is made to an Environmental Protection and Mitigation Plan that is under preparation and is to be included in the final EIS/EIR process for the PCWA Project, but this reference regards only the selected alternative and not cumulative impacts. Reclamation should be more specific in how mitigation needs will be determined and mitigation actions be planned and implemented. Confounding of the sources of cumulative impacts is one reason the Service previously recommended, during cumulative analysis planning, that Reclamation address American River actions programmatically and isolate Reclamation's portion of cumulative impacts (see further comments on this topic below under "Programmatic View of Cumulative Actions").

- It appears that the ongoing programs and activities in the Central Valley described in Appendix A of the cumulative analysis are being referenced by Reclamation as potentially mitigating for the PCWA Project and other American River-related reasonably foreseeable actions contained in the cumulative analysis. It is the Service's position that CVPIA programs for habitat conservation [e.g., Central Valley Project Conservation Program and CVPIA (b)(1) "Other"] described are intended as mitigation for past CVP impacts, and are not to be used as mitigation for new impacts, such as from new water deliveries or other new CVP actions.

- If the CALFED Bay-Delta Program will be expected to provide mitigation for proposed water diversion projects, the specific CALFED Program elements that would provide the mitigation should be identified, and the nature of the mitigation actions should be described (e.g., locations and types of action).

- If Reclamation's Central Valley Project Wetlands Program is to be considered a conservation or mitigation measure for cumulative impacts (Cumulative Analysis Appendix A), figures for wetland acreage created, restored, and enhanced by the Program should be provided as an accounting of this program's potential contribution to mitigation

of cumulative impacts. Purposes, objectives, and commitments of the program for mitigating past impacts also should be defined.

- Other conservation measures for water service areas that are part of local and regional plans are described in Appendix A of the cumulative analysis. While conservation measures and mitigation from local and regional plans are desirable, the Service does not always consider them adequate for mitigating impacts (including those related to non-special-status species) that are enabled by new Reclamation water supplies (i.e., indirect and interrelated impacts). The Service does not believe that Reclamation should rely on local and regional plans, alone, to satisfy mitigation needs related to delivery of Reclamation water. In order to define the effectiveness of local and regional mitigation/conservation plans, and determine the adequacy of these plans for service area impacts, an accounting of past and planned actions associated with these plans should be taken. Reclamation should compare past and future expected impacts in the service areas with past and planned mitigation, and make a determination of sufficiency of mitigation. Reclamation should assist locals in augmenting mitigation, as needed.

- Although the PCWA Project is part of the Water Forum Agreement, it is not clear how Reclamation will consider mitigation and conservation measures contained in the agreement. For example, is the Water Forum's Lower American River Habitat Management Element considered to adequately mitigate for Lower American River impacts, and does Reclamation support a new flow standard for the Lower American River as a mitigative measure?

Programmatic View of Cumulative Actions

- The Service believes that a cumulative analysis is necessary for assessing cumulative impacts of the American River-related reasonably foreseeable projects, but we have concerns about the project-by-project approach to decision making under NEPA, and that Reclamation has not developed a master plan for managing the multiple demands on American River water. Having considered the more than 30 American River-related reasonably foreseeable projects, the Service believes that the group of projects should be evaluated together in a programmatic Environmental Impact Statement (EIS), rather than on a project-by-project basis. We believe that the projects are interrelated and interdependent, as described below, and that, in addition to cumulative analysis of impacts, the decision making process would best be served with a programmatic EIS and programmatic Record of Decision.

- The Council on Environmental Quality states that "the preparation of an area-wide or overview EIS may be particularly useful when similar actions, viewed with other or proposed agency actions, share common timing or geography. For example, when a variety of ..... projects may be located in a single watershed, ... the overview or area-wide EIS would serve as a valuable and necessary analysis of the affected environment and the potential cumulative impacts ..... within that geographic area" (Federal Register 46:55, 18026-18038). All of the American River-related reasonably foreseeable actions are dependent on a common resource–the American River– which must be managed as a

whole by Reclamation's Folsom Dam and other diversion facilities in order to protect and enhance fish and wildlife resources and meet environmental standards in the lower American River and Delta.

- Another circumstance supporting the need for a programmatic EIS is that many of Reclamation's American River-related reasonably foreseeable actions were developed within a cooperative negotiation process among multiple American River water purveyors known as the Sacramento Water Forum. These projects are a part of a package produced by the Water Forum–the Water Forum Agreement– which includes linked actions based on many "quid pro quos," and can be considered a program. Diversion amounts, dry year reductions, conservation measures, and mitigation measures are all negotiated components of the Water Forum linked to many of Reclamation's American River-related reasonably foreseeable actions. For purposes of state regulatory compliance, the Water Forum developed a combined (essentially programmatic) Environmental Impact Report, which could serve as a starting point for a programmatic EIS. Implementation of negotiated agreement components would be inherent in individual actions implemented by Reclamation and require modifications to CVP operations. In this respect, Reclamation would be committing to, and implementing components of, the Water Forum Agreement when it implemented actions such as the PCWA Project, but without Programmatic consideration of cumulative impacts or program-level alternatives.

- The Service is concerned that without a programmatic EIS, Records of Decision for the individual projects would consider only the incremental contribution of the proposed action to the cumulative impact, which could result in project approval without full consideration of impacts. As described above, each project alone could result in a relatively small incremental contribution toward the cumulative impact and, therefore, each incremental impact could be considered less than significant. However, the cumulative analysis indicates some impacts are substantial and considered by Reclamation to be significant. The problem is further complicated by the pooling of Reclamation-related impacts and non-Reclamation-related impacts in the cumulative analysis' results sections, making it impossible to discern Reclamation's cumulative impacts from the others. It is unclear how Reclamation intends to consider cumulative effects of their American River-related reasonably foreseeable actions, and how mitigation needs would be determined.

  Under a programmatic EIS, all American River actions under Reclamation's purview could be considered together as a program, and the Record of Decision could consider the Reclamation-specific cumulative impacts in defining a program plan for the American River Basin, rather than making incremental management decisions based on incremental impacts. The programmatic EIS could develop alternatives to comprehensively address existing water demands and environmental conditions, potential American River actions, environmental effects, and mitigative measures. Reclamation could then produce a programmatic Record of Decision defining a holistic, ecosystem-level plan for managing the high demands being put on water resources in the American River Basin. The Record of Decision could determine whether the Water Forum Agreement, as a program, would

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be part of Reclamation's preferred alternative for federal action, and whether Reclamation would be able to meet increased demands on the already stressed American River water resources, while fulfilling obligations to protect and enhance the American River, Sacramento River, and Delta ecosystems.

Endangered Species Act Consultation

- As the Service believes that many of the American River-related reasonably foreseeable actions are interdependent and interrelated, and that the actions must be considered and managed as a whole to protect and recover federally listed species within the area of environmental effects, we request that Reclamation enter into discussions with the Service to develop an ecosystem-based, programmatic consultation under section 7 of the ESA on the group of American River-related reasonably foreseeable actions.

Recommendations

A 1. Keep the Service informed of new information for the PCWA Project, as available, so that we can update our recommendations.

B 2. Qualitatively describe the probability, extent, intensity, and consequences of short-term adverse conditions that may harm aquatic resources due to implementation of the American River-related reasonably foreseeable actions.

C 3. Estimate threshold amounts of water diversions that would adversely impact the biological environment, as defined by impact indicators, so as to identify the maximum amount of new water that could be diverted by the American River-related reasonably foreseeable actions in the future without diminishing the environmental baselines for Delta smelt and Sacramento splittail, or adversely affecting other biological resources.

D 4. Further substantiate conclusions on significance of impacts, where necessary, by citing supporting data or scientific rationale related to the important water qualilty and flow parameters (such as X2 and instream flow) that the Service uses to determine baselines for Delta smelt and Sacramento splittail, and assess other biological resources that have relatively subjective impact conclusions (e.g., riparian vegetation effects).

E 5. Further substantiate conclusions on significance of impacts, where necessary, by citing supporting data or scientific rationale related to important environmental parameters affecting other biological resources having relatively subjective impact conclusions in the cumulative analysis (e.g., riparian vegetation effects).

F 6. Evaluate the American River-related reasonably foreseeable actions in a programmatic EIS, and develop a programmatic Record of Decision on both terrestrial and aquatic resources that isolates and considers, as a whole, the effects of Reclamation-specific cumulative impacts, as well as all other cumulative impacts, on the American River, Delta, water service areas, and other affected locations.

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A. PCWA has agreed to do so.

B. Please refer to Master Response 3.1.14, Cumulative Impact Analysis.

C. Please refer to Master Response 3.1.14, Cumulative Impact Analysis.

D. See following page for response.

E. Please refer to Master Response 3.1.14, Cumulative Impact Analysis.

F. Please refer to Master Response 3.1.14, Cumulative Impact Analysis.

Letter 244 Responses (cont.)

Response D

The Draft EIS/EIR provides significance criteria to evaluate each potential impact. For instance, the following excerpt from Table 3.5-4 of the Draft EIS/EIR (page 3-79) describes the impact indicators and significance criteria utilized for the evaluation of the Delta resource parameters described in the comment letter.

Impact Indicator	Significance Criteria
Monthly mean Delta outflow (cfs) for all months of the year.	Decrease in Delta outflow, relative to the basis of comparison, of sufficient magnitude and frequency to adversely affect Delta fish resources over the 70-year period of record.
Monthly mean location of X2 and Delta export/inflow ratios for all months of the year, with an emphasis on the February through June period.	Change in position of X2 and Delta export/inflow ratio, relative to the basis of comparison, of sufficient magnitude and frequency to adversely affect spawning and rearing habitat and downstream transport flows over the 70-year period of record.

In addition to the criteria described in the table, the Draft EIS/EIR *Assessment Methodologies* section (page 3-70) outlines more specific standards involving the analysis of potential impacts to Delta resources. For example, changes in monthly mean Delta outflow for the 70-year period of record under the Proposed Project and the cumulative condition were determined for each month of the year and were compared to monthly mean Delta outflow under the basis of comparison. The frequency and magnitude of differences in Delta outflow were evaluated relative to life history requirements for fish species of priority management concern in the Delta. Furthermore, changes in monthly mean X2 position were determined for all months of each year, with an emphasis on the February through June period, due to the potential effects on spawning and rearing habitat and downstream transport flows for delta smelt, longfin smelt, splittail, striped bass, salmonids, and other aquatic species in the Delta.

Impacts to Delta smelt, splittail, striped bass, and other Delta fish resources were considered adverse if hydrology under the Proposed Project and the cumulative condition showed a substantial decrease in monthly mean Delta outflow, relative to hydrology under the basis of comparison, during one or more months of the February through June period, if a substantial shift in the long-term monthly mean X2 position occurred, or if Delta export/inflow ratios were increased to where allowable export limits would be exceeded.

Using the indicated significance criteria, the Draft EIS/EIR (page 3-102) and the Final EIS/EIR revisions (Chapter 3.0, Section 3.5.2.4, Impact 3.5-34: Impacts to Delta Fish Populations) describe the potential diversion-related impacts of the Proposed Project relative to the existing condition. The model outputs do not exceed the values and qualifications identified by the significance criteria. The model simulations conducted for the Action Alternatives also included conformance with X2 requirements set forth in the SWRCB Interim Water Quality Control Plan. The Delta export-to-inflow ratios under the Action Alternatives would not exceed the maximum export ratio as set by the SWRCB Interim Water Quality Control Plan. The Draft EIS/EIR deemed these impacts less than significant.

The significance criteria utilized in the American River Pump Station Draft EIS/EIR to determine potentially significant impacts to Delta fish populations is very conservative (rigorous) relative to the significance criteria utilized by resource agencies in previous documents. The USFWS, in their comment D in Letter 244, request additional potential impact significance determination substantiation regarding indicators (e.g., X2) that USFWS uses for impact evaluations. The USFWS has prepared three important, relatively recent NEPA compliance documents including the *Central Valley Project Improvement Act Draft Programmatic EIS* (1997), the *CALFED Bay-Delta Program Programmatic EIS/EIR* (1998), and the *Trinity River Mainstem Fishery Restoration Draft EIS/EIR* (1999). For each of these three documents, USFWS has utilized various significance criteria, particularly regarding evaluation of potential Delta (e.g., X2) impacts. The various approaches and significance criteria utilized in these three documents are briefly described below, for comparative purposes relative to this EIS/EIR.

Response D (cont.)

In the *Central Valley Project Improvement Act Draft Programmatic EIS* (1997), the USFWS does not definitively state significance criteria. Instead, the evaluation of potential impacts relies on qualitative narrative descriptions based on the relationship between potential CVPIA actions and potential changes to environmental conditions. These assessment relationships are used to describe the manner in which environmental conditions lead to responses by representative species (pg. IV-80). The impact analysis performed in the *CALFED Bay-Delta Program Programmatic EIS/EIR* (1998), although apparently somewhat more rigorous than the CVPIA analysis, also lacks definitive quantification of impacts to delta water quality parameters (e.g., movement in X2) and relies on qualitative and potentially subjective judgments to address potentially adverse impacts. The CVPIA significance criteria states (pg. 7.1-30) *"An effect is found to be significant if it substantially degrades aquatic ecosystem processes; substantially reduces structural characteristics of the aquatic ecosystem; substantially degrades conditions affecting or potentially affecting the abundance or range of a rare, threatened, and endangered species or a species having economic or social value; or has considerable effects when viewed with past, current, and reasonably foreseeable future projects."* Most recently, in the *Trinity River Mainstem Fishery Restoration Draft EIS/EIR* (1999), the USFWS defined quantitative significance criteria to be used in the fisheries impact analysis. The *Trinity River Mainstem Fishery Restoration Draft EIS/EIR* utilized criteria which considered impacts to Delta fisheries resources significant if the project created a *"…10 percent modeled exceedance in the ratio of Delta inflows to exports, Delta outflows, and changes in X2 position during the February through June period…over the 69-year simulation period…."* The USFWS "*judged [the 10 percent exceedance criteria] to be conservative given it would be applied over the entire analysis period"* (pg. 3-182). The USFWS Trinity River BO (pg. 30) states that the error of the model used in their analysis is +/- 3%.

The Proposed Project caused none of the 70 modeled years to result in a greater than 10% change (relative to the existing condition) in Delta outflow during the months of February through June (see table, below). In fact, the 10% threshold utilized by USFWS was never exceeded during any month for the 70 modeled years. In addition, the maximum upstream movement of X2 during the February through June period for any individual month was 0.2 km, representing a maximum change of 0.3%, far below the 10% threshold. Finally, the Proposed Project did not result in a difference in the export/import (E/I) ratio of 10% relative to the existing condition in any year for the February through June period.

Comparison of Proposed Project to Existing Condition (Baseline)

	Number of Years with a Difference in Delta Outflow of 10% or more	Number of Years with a Difference in Delta Outflow of 3% or more	Maximum Upstream Movement for any Individual Month (out of 70 years) of X2 (km)	Maximum Percent Change in Upstream Movement of X2	Number of Years with a Difference in E/I Ratio of 10% or more
February	0	0	0.1	0.2%	0
March	0	0	0.2	0.3%	0
April	0	0	0.1	0.2%	0
May	0	0	0.1	0.2%	0
June	0	0	0.2	0.3%	0

The impacts on Delta resources were deemed less than significant in the American River Pump Station Project DEIS/EIR data analysis. The USFWS criteria utilized in the *Central Valley Project Improvement Act Draft Programmatic EIS* (1997), the *CALFED Bay-Delta Program Programmatic EIS/EIR* (1998), and the *Trinity River Mainstem Fishery Restoration Draft EIS/EIR* (1999) further substantiates the significance criteria outlined in the American River Pump Station Project Draft EIS/EIR and the conclusion of less-than-significant impact. Therefore, overall impacts to Delta fish populations would be less than significant.

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7. Develop a water resources management plan for the American River Basin based on a programmatic Record of Decision.

8. Develop a mitigation plan that considers existing needs for mitigation of historical and present CVP impacts to aquatic and terrestrial wildlife and their habitats, then incorporate mitigation actions for new impacts of the American River-related reasonably foreseeable actions.

9. Enter into discussions with the Service to develop an ecosystem-based, programmatic consultation under section 7 of the ESA on the group of American River-related reasonably foreseeable actions.

The Service appreciates the opportunity to participate in the early planning stages of environmental evaluation for the American River Basins. If you have any questions regarding this memorandum or our recommendations, please contact Bart Prose of my staff at (916) 414-6558.

cc: Rob Schroeder, U.S. Bureau of Reclamation
Mike Aceituno, National Marine Fisheries Service
Larry Eng, California Department of Fish and Game
Laura Fujii, U.S. Environmental Protection Agency
Einar Maisch, PCWA

REFERENCE:

USBR (U.S. Bureau of Reclamation). 2001. American River Pump Station Project. Draft environmental impact statement/environmental impact report. Appendix D. Draft American River Basin Cumulative Impact Report. USBR, Central California Area Office, Folsom, CA.

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United States Department of the Interior

FISH AND WILDLIFE SERVICE
Sacramento Fish and Wildlife Office
2800 Cottage Way, W-2605
Sacramento, California 95825-1846

IN REPLY REFER TO:

December 13, 2001

Memorandum

To: Area Manager, U.S. Bureau of Reclamation
Central California Area Office (Attention: Rod Hall)

From: Acting Field Supervisor, Sacramento Fish and Wildlife Office,
U.S. Fish and Wildlife Service

Subject: Draft Fish and Wildlife Coordination Act Report for the Placer County Water Agency's Pump Station Project, Placer County, California

The Fish and Wildlife Service (Service) has reviewed the *Draft Environmental Impact Statement/Environmental Impact Report (DEIS/EIR) for Placer County Water Agency's American River Pump Station Project*, Placer County, California. This memorandum transmits the Service's Draft Fish and Wildlife Coordination Act Report which was prepared under the authority, 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.) Comments and recommendations contained in the report regarding our review of the DEIS/EIR also are provided pursuant to the National Environmental Policy Act. The draft report assesses potential project effects on fish and wildlife resources and provides our mitigation recommendations to reduce potential adverse affects to those resources. The Service is providing comments and recommendations regarding the *American River Basin Cumulative Impact Report* to Reclamation in a separate Planning Aid Memorandum. Project 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 please contact Jill Wright at (916) 414-6600.

Attachment

cc: NMFS, Sacramento, California (Attn: Michael Aceituno)
CDFG, Region II, Sacramento, California
PCWA, Auburn, California (Attn: Einar Maisch)

See Responses to Recommendations at L-244, page 29.

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U. S. Fish and Wildlife Service
Draft Fish and Wildlife Coordination Act Report
for

Placer County Water Agency's Pump Station
Auburn, California



Sacramento Fish and Wildlife Office
United States Fish and Wildlife Service
Sacramento, California

November 2001

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INTRODUCTION

This Fish and Wildlife Coordination Act (FWCA) report evaluates the effects of the alternatives described in the August 2001, draft Environmental Impact Statement/Environmental Impact Report (EIS/EIR) for the Bureau of Reclamation's (Reclamation) proposed Placer County Water Agency's (PCWA)American River Pump Station Project near the town of Auburn in Placer County, California and recommends methods for mitigating losses, preserving and enhancing the affected natural resources. The U.S. Fish and Wildlife Service's (Service) report has been prepared under the authority, and in accordance with provisions of the FWCA (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.). The FWCA requires Federal water resource development or licensing agencies to consult with the Service and to give equal consideration to the preservation, conservation, and enhancement of fish and wildlife resources with other project purposes.

This FWCA report provides 1) the Service's analyses of impacts to fish and wildlife that would result from construction and operation of the proposed project; 2) recommendations to avoid, minimize, rectify or, as a last resort, compensate for these impacts; and 3) the Service's assessment of project alternatives based on a fish and wildlife conservation perspective.

SERVICE MITIGATION POLICY

Mitigation recommendations contained in this report are based on the Service's Mitigation Policy (Federal Register 46:15, January 23, 1981), which provides guidance for establishing appropriate mitigation for projects under our purview. In addition, the Service has a Regional policy that establishes a goal of no net loss of wetland acreage or value, whichever is greater. Under the Service's Mitigation Policy, resources are divided into four resource categories to ensure that recommended mitigation is consistent with fish and wildlife habitat values effected. How a proposed action affects selected (evaluation) species occupying these habitats is one element of determining what mitigation the Service will seek for the project. The 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. Each of the four resource categories has a criteria with specific mitigation goals.

Resource category criteria are:

(1) areas of high value for the evaluation species and are unique and irreplaceable;
(2) areas of high value for the evaluation species which are scarce or becoming scarce regionally;
(3) areas of high to medium value for the evaluation species which are relatively abundant; and
(4) areas with medium to low value for the evaluation species.

The respective resource category mitigation goals are:

(1) no loss of existing habitat value;
(2) no net loss of in-kind habitat value;

(3) no net loss of habitat value while minimizing loss of in-kind habitat value; and
(4) minimize loss of habitat value.

The Council on Environmental Quality regulations for implementing the National Environmental Policy Act (NEPA) define mitigation to include: 1) avoiding the impact; 2) minimizing the impact; 3) rectifying the impact; 4) reducing or eliminating the impact over time; and 5) compensating for the impact. The Service's Mitigation Policy uses this same definition of mitigation and considers the specific elements to represent the desirable sequence of steps in the mitigation planning process. Accordingly, we maintain that the best way to mitigate for the adverse biological impacts it to avoid them whenever possible.

BACKGROUND

In the late 1960s, PCWA built a 50 cubic feet per second (cfs) capacity pump station on the North Fork of the American River near the city of Auburn to convey PCWA water supplies to the Auburn Ravine Tunnel (a.k.a. Ophir Tunnel) for delivery to PCWA's service area. However, before PCWA's operations began, the pump station was removed by Reclamation to facilitate construction of Auburn dam in the same area. Construction activities for the dam started in 1967 and included installation of a half mile long tunnel to bypass the river around the construction area (bypass tunnel), construction of a cofferdam to divert the river from the construction site, and excavation for the Auburn Dam foundation.

In 1972, Reclamation entered into a land purchase agreement with PCWA to acquire canyon lands needed for the Auburn dam project. As part of the agreement, PCWA's 50 cfs pump station was removed and Reclamation was obligated to provide a temporary pumping facility to deliver up to 25,000 acre-feet annually (AFA) at a rate of up to 50 cfs into an existing tunnel intake structure at the intake portal of the Auburn Ravine Tunnel when PCWA needed to access its MFP water. Reclamation has been reinstalling a temporary pump each year for PCWA's use and removing it prior to the flood season. PCWA has requested a permanent pump station be constructed with a greater capacity and upgraded conveyance system.

PROJECT DESCRIPTION

Reclamation proposes to construct a new permanent pumping station (and related facilities) for PCWA. The year-round pumping facility would divert water from the North Fork of the American River in the vicinity of the Auburn Dam construction site. The diverted water would be water to which PCWA holds water rights in connection with its Middle Fork American River Project (MFP). When completed, the pump station could divert up to 35, 500 AFA of water from the North Fork of the American River to be delivered to various locations within PCWA's service area.

The proposed project is intended to meet the short- and long-term needs of Placer County and contribute to meeting future water needs for El Dorado County. The diversion facility and

pumping station will be designed to accommodate additional pumps for PCWA's future expanded diversion amounts and use, and also would include a vacant station for installation of a pump for Georgetown Public Utility District (GDPUD) to divert water from the same location for delivery to areas in El Dorado County (outside of PCWA's service area).

Three alternatives, the No Action/No Project Alternative, and two action alternatives, the Mid-Channel Diversion Alternative, and the Upstream Diversion Alternative are considered in the draft EIS/EIR. All alternatives describe a project of diverting and delivering water from the North Fork American River at the Auburn dam site to the Auburn Ravine Tunnel. Under the No Project Alternative, Reclamation would continue to install and remove the seasonal pumps at the existing location and maintain responsibility for the operation and maintenance of the facilities.[1] PCWA would rely upon the operation of the seasonal pumps to access their MFP water supply; however, PCWA would probably request that Reclamation install the pumps earlier in the year for longer periods of use (April through November) as customer demands increase.

Both action alternatives, the Mid-Channel Diversion and the Upstream Diversion would provide PCWA with a year-round diversion and access to its MFP water supply in the American River Canyon at the Auburn dam site. Both alternatives also would provide the potential for future increased diversion capacity for PCWA as well as GDPUD. Implementation of either alternative would result in the construction and operation of a facility that would provide a year-round water supply to PCWA with an initial pumping capacity of 100 cubic feet per second (cfs) for an annual supply of up to 35,500 AF. The major features that would be constructed for both action alternatives include the water diversion/intake structures, a fish screen and trash rack, water conveyance pipelines, a new pump station placed above the 100 year flood level designed to accommodate future expansion; access roads; power lines; and safety features. After construction there would be a transfer of the pump station project ownership, operation, and maintenance responsibilities, and grant of land rights from Reclamation to PCWA.

The action alternatives differ in the locations of the diversion/intake structures, whether or not the bypass tunnel is closed, implementation of a restoration plan for the existing dewatered segment of the American River channel at the project site, and provisions for increased recreational access facilities in the area. The Mid-Channel Diversion Alternative would locate a new pump station and diversion/intake facility in the dewatered reach of the river channel, close the bypass tunnel, and restore the river channel. The Upstream Diversion Alternative would locate the pump station at the same site as the proposed project, but place the diversion/intake facilities upstream of the bypass tunnel inlet; the bypass tunnel would remain open, and the dewatered river segment would not be restored.

The intake structure for the Upstream Diversion Alternative would be located on the north river bank, about 100 feet upstream of the bypass tunnel inlet. A weir would be constructed upstream of the diversion structure, parallel to river flow for hydraulic gradient control. A seven-foot diameter pipeline would extend about 490 feet between the intake structure and pump station.

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[1]The seasonal pump station facility includes an inlet pipeline that draws water from a small sump pond about 750 feet upstream of the bypass tunnel inlet, four pump canisters (12.5 cfs capacity each), and 2,800 feet of steel pipeline placed above ground from the pump station connected to the Auburn Tunnel portal.

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Locating the diversion upstream of the bypass tunnel would not require channel restoration or tunnel closure. The project would remain closed to the public, except for designated trial use. No additional public access facilities would be developed. The pump station location and associated facilities would be the same as for the proposed project.

The proposed project is the Mid-Channel Diversion Alternative and includes construction and operation of a year-round water pumping facility, closure of the bypass tunnel, and restoration of the three-quarter mile reach of the river that was dewatered and impacted by activities associated with the construction of the foundation for the Auburn Dam. Additional facilities for GDPUD's potential use would be constructed as part of this project to avoid future and further disruption of the project area and riverbed after the river has been restored. The major construction features of proposed project include: 1) construction of a new pump station placed above the 100-year flood level; 2) construction of a water diversion/intake structure; 3) installation of a pipeline casing under the riverbed from the pump station to the east side of the river channel (for future use by GDPUD); 4) installation of a CDFG approved fish screen; 5) excavation of the cofferdam debris in the dewatered reach of the river; 6) closure of the bypass tunnel and restoration of flow to the American River channel; 7) installation of water conveyance pipelines; 8) improvements and construction of access roads for project construction and operation; 9) extension of power supply lines; and 10) construction of public river access sites/safety features and related improvements at the Auburn dam site and near Oregon Bar.

PROJECT AREA

Originating in the Sierra Nevadas, the North and South Forks of the American River join upstream of the city of Auburn; from that confluence, the river flows freely past the city of Auburn in a narrow, deep, and steep sided canyon. Downstream from Tamaroo Bar the river is funneled into the half-mile long bypass tunnel through the area known as the Auburn Dam site (about 500-foot elevation) before entering Folsom Lake.

The geographic scope of the proposed project study area and associated fish and wildlife resources are described in the draft EIS/EIR. In general, the project area encompasses: 1) the project area, 2) PCWA's water service area; 3) the lower American River, and 4) the regional setting.

The project area includes the footprint of the physical facilities of the project features and encompasses all areas where construction, operation, maintenance activities of the proposed project or alternatives would have direct effects on fish and wildlife resources, including the reach of the river between Ralston Afterbay downstream to the Oregon Bar where direct diversion-related effects on the upper American River (changes in river hydrology) would occur.

Habitat types present along the North and Middle Fork of the American River in the project area are described in the DEIS/EIR and include foothill riparian, montane riparian, montane hardwood, montane hardwood-conifer, mixed conifer, blue oak-foothill pine, blue oak woodland, chaparral, and grassland (Mayer and Laudenslayer 1988).

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The draft EIS/EIR classified terrestrial habitats in the vicinity of the footprint of the project facilities as urban,[2] disturbed,[3] foothill oak woodland, riparian and wetland habitats. The Auburn dam site is situated within the project area. The natural landscape in this section of the river canyon has been severely disturbed by Auburn Dam construction activities and is generally devoid of vegetation. Cofferdam debris (excavated bedrock) is scattered in the dewatered channel and extends far beyond the bypass tunnel outlet. Mature oak woodland vegetation occurs upstream and downstream of the project area and pockets oak woodland habitat are present in areas where slopes were not graded for access roads. Sparse vegetation (grassses, shrubs, small trees) is present and riparian and wetland habitats are limited in the disturbed areas. The majority of the project area where construction would occur is either covered by boulders or loose gravel of various sizes, or by grasses and shrubs that have become establish in areas that were previously disturbed.

The PCWA's service area includes all areas of Placer County where construction and operation of the proposed project or other alternatives would have indirect effects on fish and wildlife resources through land use changes and habitat conversion within areas to which water would be delivered.

The American River Basin area is described in the draft EIS/EIR. The regional project area is defined by the indirect effect study area and encompasses the major CVP and SWP reservoirs draining to the Delta, the rivers downstream of these reservoirs, and waterways of the Sacramento River and American River basins, including the Sacramento-San Joaquin Delta, and the Yuba and Feather Rivers that could be affected by Reclamation's changes in operation of the CVP or the DWR's changes in operation of the SWP facilities.

BIOLOGICAL RESOURCES

Existing Conditions

Descriptions of biological resources in the project study area and for downstream river systems are provided in the draft EIS/EIR. The biological resources in the project study area include: 1) terrestrial plants and animals which inhabit or utilize the natural habitats and open space areas within project area; 2) various terrestrial habitats within the undeveloped open areas and agricultural lands of PCWA's service area and regional project area, including, but not limited to, valley/foothill riparian, oak woodland savannahs, chaparral and shrublands, annual grasslands, grain and pasture fields; 3) wetlands, including aquatic and riparian habitats of the Auburn Ravine and other tributaries and drainages within PCWA's service area that may be directly or indirectly affected by the proposed project; 4) plant and animal species that rely on the aquatic habitats of Folsom and Natoma Reservoirs and other areas of open water, freshwater marshes and

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[2]Urban habitat includes paved and unpaved roadways, public utilities, and residential development.

[3]Disturbed habitat is designated for areas with grasses and scattered shrubs and trees providing less that 10 percent canopy cover, areas of bare bedrock, and talus slopes and includes areas that have not been disturbed in several years, but where the disturbance has created conditions limiting tree and shrub environment (i.e., areas of cofferdam remnant, bypass tunnel, and batch plant).

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seasonal streams and tributaries; 5) various anadromous and resident fishes which reside in, or pass through, not only the lower American River, but the Delta, Suisun Bay and the Sacramento River that may be cumulatively affected by indirect and interrelated project impacts; and 6) the terrestrial resources (riparian and wetland vegetation and associated species that utilize it for habitat) of the American and Sacramento rivers and reservoirs, as well as Oroville Reservoir and the Feather River that may be influenced by the proposed project or alternatives and other reasonablely foreseeable actions.

Aquatic Resources

Project Area

The aquatic resources of the Middle Fork American River from below Ralston Afterbay to the confluence with the North Fork and downstream to Oregon Bar include both warm and coldwater fish species. Resident stream fish known to inhabit the Middle Fork of the American River include rainbow and brown trout, hitch, Sacramento sucker, pikeminnow, and riffle sculpin. Additional species inhabiting the North Fork of the American River, from the confluence with the Middle Fork downstream to Oregon Bar above Folsom Reservoir include smallmouth bass, brown bullhead, green sunfish, largemouth bass, spotted bass, and other centrarchid species.

PCWA Service Area

Aquatic resources within PCWA's service area that may be affected by the proposed project include aquatic and riparian habitats of the Auburn Ravine and other perennial and intermittent streams and drainages. Besides the Auburn Ravine, a number of intermittent or perennial drainages cross the PCWA service areas. The quality of aquatic and wetland habitats in the in and along the drainages varies considerably, and is influenced by the degree of channelization, channel lining, and whether the flow is intermittent or continuous.

Daily and monthly flows in the Auburn Ravine fluctuate significantly throughout the year as the water enters the ravine from a myriad of sources including natural streamflows, stormwater runoff, irrigation conveyance and return flows, hydroelectric generation releases, and continuous effluent discharges from the City of Auburn Wastewater Treatment Plant. In contrast to natural flows, current flows are generally highest during summer and lowest during the fall months.

Using the seasonal pumps, Reclamation delivers about 4,000 AF of American River water to the Auburn Ravine tunnel to the Foothill Water Treatment Plant and to the Auburn Ravine for conveyance to irrigation customers. In addition to the American River, sources of water conveyed to the Auburn Ravine for irrigation purposes come from the North, Middle, and South Forks of the Yuba River, and the Bear River. Nevada Irrigation District also uses the Auburn Ravine to convey water for agricultural irrigation diversions. South Sutter Water District diverts PCWA water from Auburn Ravine downstream of Highway 65. From April through September, agricultural returns flow into the Auburn Ravine (CH2MHill 2001).

American River Basin

The aquatic resources of the American River Basin include all aquatic habitats and associated species that inhabit Folsom and Natoma reservoirs and other areas of open water, freshwater marshes and seasonal streams and tributaries within the regional project area. Key aquatic

species are fisheries, especially anadromous fish including chinook salmon, steelhead, American shad, and striped bass of the lower reaches of the American and Sacramento Rivers.

Because Folsom Reservoir is also used for power production, flow-regulation impoundments (afterbays) were necessary just downstream of each of these reservoirs. The afterbay is Lake Natoma (Nimbus Dam) downstream of Folsom Dam. Terrestrial habitats around the afterbay range from barren drawdown zones to narrow bands of woody riparian and herbaceous vegetation. These habitats are alternately flooded and exposed daily and seasonally. Habitat values for fish and wildlife are thus relatively limited. These nearshore habitats would not be expected to change under the without-action condition.

Regional Area

Regional aquatic resources include various anadromous and resident fishes which reside in, or pass through, not only the lower American River, but the Delta, Suisun Bay and the Sacramento River that may be cumulatively affected by indirect and interrelated project impacts.

Terrestrial Resources

Facilities construction and installation of the proposed project features would cause temporary and permanent impacts at the project site, along the alignments for the access roads and pipelines, at the recreational access parking areas, and any area of terrestrial habitat disturbance. Direct impacts from construction of a new access roads and recreational facilities could result in the permanent loss of additional wildlife habitat. The habitats and vegetative communities and acreage affected by these drainage/wetland crossings are not.

Growth inducing effects of availability of new water supplies are facilitated by the project by the direct delivery of PCWA's MFP water to the cities and unicorporated areas serviced by PCWA. Future development in the project area could result in the conversion of natural open space areas and agricultural lands that provide higher habitat values for wildlife compared to urban environments (residential, commercial, industrial). Land conversions and urban development could be facilitated on an unknown number of acres of various vegetation types within the PCWA service area.

Project Area

Terrestrial resources in the project area include the plants and animals which inhabit or utilize the natural habitats and open space areas within and near the local project area. The terrestrial habitats in the local project area have been severely disturbed by construction activities related to building the Auburn dam. For the most part, the site is generally devoid of vegetation. Previous construction activities at the site destroyed approximately 500 acres of riverine canyon and upland wildlife habitat. The Service estimated 450 acres of chaparral, 34 acres of riparian and 12 acres of riverine habitats were lost due to construction activities.[4] (FWS 1994). A flood event in 1986 broke through the cofferdam at the dam site and rock debris filled the dewatered river channel.

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[4]Acreages were delineated and planimetered by using black and white aerial photographs of scale 1:18,000 dated 1965 (pre-construction) and of scale 1:12,000 dated 1975 (post-construction).

Today, cofferdam debris (excavated bedrock) is scattered in the dewatered channel and extends far beyond the bypass tunnel outlet. Mature oak woodland vegetation occurs upstream and downstream of the project area and pockets of the same are present in areas where slopes were not graded for access roads or subject to landslides. The disturbed areas consist of vegetation at various stages of succession, from area of grasses, shrubs, and small trees to areas of some canopy cover. Limited riparian and wetland vegetation communities also are present in the project area. The majority of the project area where construction would occur is either covered by boulders or loose gravel of various sizes, or by grasses and shrubs that have become establish in areas that were previously disturbed.

PCWA Service Area

PCWA conveys and delivers the MFP water diverted from the seasonal pump station to PCWA's Service Area Zones 1 and 5. This water is used to meet current needs, serve as back-up to the Drum Spaulding Project water, and accommodate growth as projected in approved general, specific, and community planning documentation adopted from these areas of western Placer County. Water served to Zone 5 is primarily untreated and used to support agriculture. Zone 1 includes the cities of Rocklin, Loomis and Auburn, and portions of the City of Lincoln, as well as the communities of Bowman, Horseshoe-Bar, Penryn, Newcastle, Ophir, Sabre City and Granite Bay.

American River Basin

Following the construction of Folsom Dam and Reservoir in 1955, a gradual process of change began for the terrestrial resources of the lower American River. In general, the frequency and magnitude of peak flows diminished throughout the year, average winter-spring flows declined, and average summer-fall flows increased. Associated with these changes has been a decline in the rate of formation of gravel bars. Existing gravel bars are sparsely vegetated and coarser as fine sediments have been scoured and carried downstream. The amount and type of riparian vegetation, such as cottonwoods, willows and alders, associated with depositional features has decreased, especially in upper and middle sections of the river as less fines are available for long-term moisture retention. The number of cottonwoods in the active zone have been slowly declining as older trees die. Other tree species associated with high terraces, including valley and live oaks, ash, box elder, and some shrubs have been increasing in numbers along the border and in the outer zone since the dam and reservoir were completed.

A prevalent land feature of Folsom Reservoir, especially during the summer and drought periods, is the drawdown zones around the margin of the lake. This essentially barren soil zone exists as a consequence of the managed water fluctuations in the reservoir, which frequently lowers the water level by 50-100 feet or more during late spring, summer and fall. In many years, the entire shoreline of the reservoir consists of barren, decomposed-granite soil virtually devoid of vegetation. Such zones are essentially incapable of sustaining vegetation, especially woody species, because of poor soil conditions caused by wave action due to wind and boats and the erratic inundation and dewatering cycles dictated almost exclusively by existing water and power operations. Thus, habitat values for wildlife in these drawdown zones are minimal.

Special Status Species
The Service has previously provided a list of special status species that may be affected by the project. This list identified species (mammals, birds, amphibian, reptiles, invertebrates, and plants) that are federally listed as endangered or threatened under the ESA, and that either occur or have the potential to occur in the general vicinity of the project and the project service areas.

FUTURE CONDITIONS WITHOUT PROJECT

Without any action alternative, PCWA would continue to rely upon the operation of the seasonal pumps for its MFP water supply, and within a few years PCWA would probably request that Reclamation install the pumps earlier in the year for longer periods of use (April through November) as customer demands and overall reliance on the pump station increase. Without the proposed project PCWA would continue to use water from sources already available to the water district:

(1) Pacific Gas and Electric Company's Drum-Spaulding Project on the Yuba and Bear rivers and PCWA's MFP on the American River are two sources of water currently available to PCWA to serve areas in western Placer County. PCWA has a contract with PG&E for 100,400 AFA of Drum-Spaulding Project water, at a maximum delivery rate of 244 cfs to serve Zone 1, encompassing the communities of Auburn, Loomis, Rocklin, Lincoln, Newcastle, Penryn, and parts of Roseville.

(2) PCWA also holds existing appropriative rights to divert 120,000 AFA from the MFP under Water Right Permits numbers 13856 and 13858, as authorized by the SWRCB. PCWA uses Drum-Spaulding Project water supplies first to meet service area demands. PCWA then uses MFP water supplies from the American River to satisfy demands not met by the DSP, or as needed to provide back-up supplies when the DSP is not operating.

(3) A third water entitlement is through a water service contract, most recently amended in 1992, with Reclamation for up to 117,000 AFA of water from the CVP. PCWA has never taken delivery of any water under this contract. An amendment to this contract is currently being negotiated. Since Reclamation has no rights to divert water from the American River upstream of Folsom Reservoir, the current contract negotiations contemplate the diversion of up to 35,000 AFA of PCWA's CVP entitlement from Folsom Reservoir or from the Sacramento River.

(4) In addition, PCWA has the ability to purchase and take delivery of water from Nevada Irrigation District for delivery to and use in various areas of its service area.

Reclamation has identified several reasonably foreseeable Federal actions that, over the next 25 years, would result in substantial changes in CVP system operations and an increase of American River or Sacramento River diversions for municipal and industrial and agricultural water supplies for use in the American River Basin. These actions include new and renewal CVP long-term

contracts, Warren Act contracts for the use of Federal facilities to obtain water rights water, agreements with Water Forum participants stipulating the conditions of dry year water use agreements, and various flood control projects (Folsom Reservoir), and infrastructure improvements, including the PCWA pump station project. The reasonably foreseeable Federal actions have separate utility from the proposed action and would likely be implemented whether or not the proposed project is implemented.

Aquatic Resources

Project Area

With the exception of a few stands of sandbar willows in the unstable aquatic environment of fluctuating flows in the downstream river channel, for the most part, the environmental landscape of the project area has remained unchanged for more than three decades. Without the project, the aquatic resources of the project site area would be expected to remain fairly unchanged.

PCWA Service Area

The development of and loss of habitat in PCWA's service areas are likely to continue, but may be slowed without the proposed project. The ability to divert and convey some portion of PCWA's available water supplies, acquired through MFP surface water rights, would likely be impaired without the project. Continued development and loss of habitat is likely due to the availability of alternative water sources to supply the "immediate" need of Placer County. With the constrained use of the seasonal pumps, PCWA does not currently have the ability to divert the full MFP water rights amount, and conveyance is limited in certain areas. PCWA would be limited to serving its existing service areas with currently available supplies that can be diverted by the seasonal pumps with expanded diversion periods. Adverse effects related to water diversions, such as fish entrainment at diversion points or flow/water quality issues, would be similar to existing conditions.

American River Basin

The gradual decrease in riparian vegetation along the lower American River has caused a corresponding decrease in available habitat for those species requiring riparian vegetation for perching, roosting, foraging, or nesting, including raptors, woodpeckers, wrens, neotropical migrants, and many other birds. These dynamic processes will continue uninterrupted in the future without the proposed project and subsequent operational changes. However, riparian and instream habitat improvement programs under the CALFED Bay-Delta programs may improve lower American River habitats through time.

The changes in lower American River flows and elimination of upstream gravel replenishment sources brought about by completion of Folsom Dam and Reservoir in 1955 have brought about changes in the composition, size and shape of the river channel. In particular, both riffle area and quality have declined. Without corrective actions, a slow but steady continuance of these changes can be expected. These changes will adversely affect anadromous fish, especially salmonid spawning and rearing conditions.

Conditions for anadromous fish have progressively worsened since 1985 due, in part, to 7 years of drought and a greatly increased use of Folsom Reservoir to provide flows to quickly meet

Delta water quality standards. This has greatly exacerbated existing flow and temperature problems for salmonids and other fish. The poor habitat conditions and general downward trend of natural fish production in the river will likely continue without corrective actions. However, the CVPIA's anadromous fish and instream flow-related provision may ameliorate some of these concerns, assuming that sufficient water remains available to provide for those identified needs and to maintain a pool of cool water in Folsom Reservoir for downstream temperature control. Folsom Reservoir is expected to be managed more for flood control, and so other CVP reservoirs will carry a heavier responsibility to meet Bay-Delta water quality responsibilities. In some water years, Folsom Reservoir water will still be available to quickly respond to flows needed to meet Bay-Delta water quality standards.

Under the without project conditions, aquatic habitats and resources within and adjacent to the drawdown zones of these reservoirs is not expected to change significantly from existing conditions. Without the proposed project, a persisting problem in the American River Basin would be the continued rapid urban growth of cities and unicorporated areas not only within Placer County, but Sacramento County as well. Such growth places greater water demands on the American River system and Folsom Reservoir, thereby incrementally reducing downstream water quality (increasing temperatures) and flows and ultimately further exacerbating lower American River fishery problems.

Terrestrial Resources

Project Area

Terrestrial habitats along the American River upstream and at the project area downstream to Oregon Bar would not occur without construction of the project.

PCWA Service Area

Without the proposed project and additional supply of high quality water, the PCWA would be initially limited to serving its existing service area with water supplies that are currently available. Cites and communities within Placer County might be limited in their approval of development which would minimize additional impacts on terrestrial biological resources because conversion of natural or agricultural lands to urban uses could be slowed. However, even without the proposed project, some land use changes and habitat conversion and growth within PCWA's service area could be accommodated by: 1) increasing the amounts of water diverted at the seasonal pumps, 2) water conservation measures, 3) water exchanges and/or transfers, and 4) the development of alternative water supplies, but at levels that may not meet all of PCWA's future water needs.

American River Basin

Under the without project conditions, terrestrial plants and animals within and adjacent to the drawdown zones of these reservoirs is not expected to change significantly from existing conditions. However, a persisting problem in the American River Basin would be the continued rapid urban growth of cities and unincorporated areas not only within Placer County, but Sacramento County as well.

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Special Status Species
The level of effect to federally listed and proposed for listing species without the project is difficult to determine but can be expected to be significantly less than if the project were implemented. Although land and habitat conversions always exist as potential risks for listed species, approvals for future development in the county would probably be somewhat constrained without the commitment for future water deliveries the proposed project would enable.

FUTURE CONDITIONS WITH PROJECT

PCWA intends to use the water pumped from the American River within various areas of Placer County. PCWA will convey and deliver the MFP water diverted from the pump station to PCWA service areas Zone 1 and 5. The water would be used to meet current and future needs, act as a back up to PCWA's use of Drum-Spaulding Project water, and accommodate growth as projected in approved general, specific, and community planning documentation adopted for these areas of western Placer County. Water served to Zone 5 is primarily untreated and used for agriculture purposes. Zone 1 includes the cities of Rocklin, Loomis, and Auburn, and portions of the City of Lincoln, as well as the communities of Bowman, Horseshoe-Bar, Penryn, Newcastle, Ophir, Sabre City, and Granite Bay.

Direct, indirect and cumulative effects on fish and wildlife resources within the project area are possible due to the construction and operation of the proposed project. Direct effects could result from diversions of water from the American River and conveyance through the Auburn Ravine and delivery of that water to PCWA's service area. Indirect effects could result from increased residential, commercial, industrial, and agricultural development, which would be facilitated by the availability of new water supplies. All effects can become cumulative due to multiplicity of potential future actions and continuance of actions over time.

Implementing either of the action alternatives would result in: 1) direct temporary and permanent impacts related to the construction and operation of the facilities (such as ground disturbance, upstream habitat inundation and noise); and 2) indirect diversion-related effects (such as changes in hydrology) resulting from the increased diversion of water from the North Fork American River. The facilities impacts are localized, and are mostly construction related; the potential effects of increased diversions are long-term, and may affect environmental resources beyond the local project area.

Direct effects may result from the construction and/or repair of the pipeline, such as: trenching, stockpiling excavated material, operation of construction vehicles and other construction-related activities. These activities could remove vegetation, temporarily drain wetland areas, disturb drainage channels, increase sedimentation runnoff, and cause direct mortality of plants and animals from equipment operation.

The design of the pump station for both action alternatives accommodates future expansion to provide GDPUD up to 25 cfs water diversion for use in El Dorado County. The facilities would

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include a pipeline casing from the pump station, under the riverbed, to the east side of the restored river channel where it would be capped off and allow sufficient space within the pump station for a 25 cfs capacity booster pump. GDPUD's ability to take water from this location would depend upon various water exchange agreements with PCWA and Reclamation. The details of such exchanges have not been worked out at this time. Additional environmental analysis and regulatory agency review would be required prior to installation of the booster pump facility and connection and transmission of water to GDPUD.

Aquatic Resources

Project Area

Direct impacts on aquatic resources at the project site should have little or no effect on fishery resources. PCWA's initial new water diversion quantity (over the historic 8,500 AFA) and year-round pumping facilitated by the proposed project, coupled with the new Folsom Reservoir temperature control device, probably would not result in measurable aquatic impacts on the upper American River. No anadromous fish runs are present in the American River above Natomas Dam. The majority of project construction avoids direct impacts to aquatic habitats. Impacts from the conveyances crossing at creeks and drainages are localized and temporary in nature. Fish losses at diversion points are mitigated by adequately screening the intake facility. With the installation of a new CDFG-approved fish screen at the new diversion point, fish entrainment would be expected to decrease with the increased water diversions.

PCWA Service Area

Potential future increases in upper American River water diversions are projected to substantially increase with the "overbuidling" of the diversions structure and permanent pumping station and appurtenant features of the proposed project to facilitate additional pumps for future needs of PCWA and GDPUD. New and cumulative urban development could be substantial due to increases in available water supplies for PCWA and GDPUD service areas.

American River Basin

Aquatic resources may be affected by project construction and operations (i.e., changes in reservoir releases, instream flows, and water temperature).

Another problem for the American River system will continue to be the rapid urban growth of cities within Placer County. Such growth places greater water demands on the upper American River and Folsom Reservoir, thereby incrementally reducing downstream water quality and flows and ultimately further exacerbating lower American River fishery problems.

The existing severe drawdowns and fluctuations of Folsom Reservoir would continue with the proposed project. Some further declines of Folsom's fishery resources would be expected. These declines would be exacerbated by the flood control operation change and the projected in-basin population growth, which would further increase Folsom Reservoir and upstream American River water demands. These conditions will exacerbate the existing low productivity of the reservoir. Unsuccessful spawning of warmwater species will increase, causing a further decline in reservoir fish populations. In addition, as residential and commercial developments

surrounding the reservoir and foothill areas increase, the inflow of contaminants and sediments into the reservoir will also gradually increase.

As a regulating reservoir, Lake Natoma has relatively large, but consistent daily fluctuations of surface elevations and seasonal temperature fluctuations. These variations would be expected to continue as now. There would be no discernible changes in the fluctuations of water surface elevations or water temperatures at Folsom Lake and Lake Natoma, and thus no impacts to the aquatic resources would be expected within these impoundments.

The potential for detrimental impacts to the aquatic resources of the lower American River would arise from lower flows, flow changes and higher water temperature which would reduce the overall quality of the aquatic environment.

Terrestrial Resources

Project Area

Direct impacts on terrestrial resources within the local project area would result from the construction, long-term operation and maintenance of a permanent, year-round water diversion facility to replace Placer County Water Agency's temporary seasonal facility. Although the draft EIS/EIR describes habitat types in the local project area in general terms, acreages of habitats and vegetative communities that would be affected by the proposed project were not provided in the draft EIS/EIR, and it is not known what habitat types and acreage are directly impacted by project construction and related activities. Project construction, including water conveyance pipelines for the project would cause permanent impacts at the footprint of the project. The project would cause additional loss of remaining habitat with construction of new access roads, recreation facilities, access points to the river channel. Closure of bypass diversion tunnel that currently diverts the North Fork American River for 3/4 mile of its original channel. Restoration of the bypass river channel that was filled with debris during the 1986 overtopping and breaching of the cofferdam protecting the dam site.

Construction activities would cause direct mortalities of ground-dwelling amphibians, reptiles and/or mammals through vehicle strikes and crushing of burrows, and removal of habitat for escape cover, foraging, and breeding. Construction activities occurring during the breeding season of these species or nesting birds would likely cause destruction of nests and young. Disturbances from increases in ambient noise levels from blasting, operation of heavy construction equipment, movement of materials will have temporary impacts on animals; whereas, the long-term operation and maintenance of the pump station will have permanent impacts from increases in ambient noise levels. These noise related impacts would lead to temporal and perhaps permanent loss of available habitat to noise-sensitive species. Riparian habitat would also be lost from inundation near Tamaroo Bar when water back up behind the weir to be constructed. Elimination of habitat would also result in the loss of individuals. Animals that survive ground disturbing construction activities would be displaced. Animals able to move to adjacent areas may increase competition for resources in the adjoining areas, with subsequent overall loss of individuals.

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PCWA Service Area

Continued development and loss of habitat is likely due to the availability of increased MFP water amounts diverted by the seasonal pumps (and in the future, access and use of PCWA's CVP contract water either from the Sacramento River or American River at Folsom Reservoir) to supply the "immediate" need of Placer County. Open space land conversions are occurring in the PCWA service area at an accelerated rate. As more water is made available or acquired, more land conversions will occur. A balanced approach to land preservation as land development occurs is not evident in Placer County. The draft EIS/EIR points out that the immediate need is based in part on unbuilt development potential and constitutes the first phase of many to accomplish full county build-out to the projected year 2020 development level. The increased use of MFP water supplies and other available water supplies available for sale by PCWA would continue to induce growth in service areas. The resulting development would convert additional plant communities and wildlife habitat, leading to adverse environmental impacts. Although a balanced approach to development and land preservation is not evident within the service areas, the dEIS/EIR identifies land development and preservation as responsibilities of the cities and local planning departments. It remains unclear if development approvals are continuing and what water supplies are targeted for those being approved. The dEIS/EIR does not report how city and county planning departments address cumulative effects of development approvals.

Growth inducing effects would facilitated by the project by the direct delivery of PCWA water to the cities and unincorporated areas within PCWA's service areas. Future development in the project area could result in the conversion of natural open space areas and agricultural lands that provide higher habitat values for wildlife compared to urban environments (residential, commercial, industrial). Growth inducing impacts are intended to be reduced through implementation of policies and mitigation measures identified in County and city general plans, and related EIRs adopted by the local land use agencies that regulate growth, and compliance with applicable State and Federal environmental laws in the project area, and through PCWA's participation in and funding of a regional Habitat Conservation Plan.

Implementation of the project or alternatives would not directly result in land use changes with the PCWA water service study area. The proposed project or alternatives would result in increased availability of water supply that would support some level of planned growth within the service area and so is considered growth accommodating. The secondary indirect effects of the provision of the MFP water supply within these zones is included in the cumulative report.

American River Basin

The new water diversion alone would not result in lower American River terrestrial wildlife habitat effects. However, cumulative American River water diversion actions would have long-term adverse effects if continued unabated. Maximum potential water surface elevation changes at Folsom Reservoir would be more dramatic with continued flood control operation and the new water diversions could slightly affect these elevations. There would not be any discernible changes and therefore no impacts to terrestrial habitats and related wildlife, either within or adjacent to the reservoir drawdown zone due to the new water diversion project.

There would be no discernible changes in the daily and seasonal fluctuations of water surface elevations at Lake Natoma. Therefore, no impacts to terrestrial habitat or related wildlife would occur due to the new water diversion project.

To minimize future environmental impacts and financial costs, the PCWA pump station facilities would be designed to provide capacity for a future potential expanded diversion of up to 225 cfs. Expansion of the pump station and any increase of diversion above 100 cfs, including extension of infrastructure to GDPUD, would be subject to additional environmental review and resource agency approvals and permitting.

Threatened and Endangered Species
Potential for direct, indirect, and cumulative effects to federal threatened and endangered species due to the construction and operation of the proposed project should be assessed through ESA consultation, as has been requested by Reclamation.

MITIGATION MEASURES

Lower American River And Other Fisheries
The Service believes that the best approach to mitigating fishery impacts to the lower American River is to avoid the impacts. We concur with the dEIS/EIR commitment to meet AFRP flows and recommend that this commitment be included in the Record of Decision and be submitted to the State Water Resources Control Board as a change to Folsom Reservoir's operating permit. It is important to maintain these flows over time, especially as in-basin water demands cumulatively increase.

We commend the effort to improve the lower American River temperature conditions. However, we are not certain that an adequate water supply will be available in the future to accomplish the desired results. In the short-term, effects of installing a temperature control device to draw municipal and industrial water outside of Folsom Reservoir's coldwater pool for various water purveyors would be beneficial. However, considering cumulative long-term actions, this effort may not be effective without additional mitigative actions to offset increased in-basin water use.

Our review of various planning department's mitigation and compensation implemented under the CEQA process showed that terrestrial habitat protection in the past has been minimal. In recommending mitigation for adverse impacts to any of the habitats affected by the proposed project, the Service would also be following, to the extent feasible, the sequential mitigation steps recommended in the Council on Environmental Quality's regulations. These preferred mitigation steps, in order of preference, are avoidance measures, minimization measures, rectification measures, measures to reduce or eliminate impacts over time, and compensation measures.

Measures need to be included in the project that will mitigate for the temporary and permanent adverse impacts on wildlife and their habitat resulting from land conversions and development in the project area. Specific acreage of terrestrial resources impacts of the alternative are unknown.

Through application of the Mitigation Policy, we have determined the following mitigation planning goals should apply to the proposed action: Resource Category 2 for riverine aquatic habitat of the lower American River and small creeks within the service areas (no net loss of habitat value while minimizing loss of in-kind habitat value; Resource Category 3 for upland areas along the lower American River, Folsom Reservoir, or service areas (no net loss of habitat value while minimizing loss of in-kind habitat value); Resource Category 2 for wetland habitat types, including riparian forest, riparian scrub, vernal pools, and freshwater emergent marsh (no net loss of in-kind habitat values); Resource Category 2 for oak woodland and shrubland/chaparral (no net loss of in-kind habitat values); Resource Category 3 for annual grasslands (based on open space values and foraging areas provided by this habitat for species such as raptors) (no net loss of habitat value while minimizing loss of in-kind habitat value); Resource Category 3 for pasture, grain and hay, idled fields, and other agricultural habitats (based on the open space values that they provide in an area of increasing human development) (no net loss of habitat value while minimizing loss of in-kind habitat value). Open water was designated as Resource Category 3 for its values to fish, waterfowl and other water birds, and aquatic mammals. Developed habitat was designated as Resource Category 4 because of relatively low habitat values and increasing pressures to convert more of the higher valued habitats to developed conditions.

Under Regional Service guidance, we are pursuing a goal of a net overall gain in the quality and quantity of wetlands through restoration, development, and enhancement. Furthermore, the Service believes that wetlands compensation, which is the restoration or creation of wetlands to offset losses, should only be deemed acceptable when losses are determined to be unavoidable and compensation is known or believed to be technically feasible. Wetlands restoration is the preferred form of compensatory mitigation, followed by wetlands creation. These general goals regarding wetlands have been used as appropriate in the Service's analyses and recommendations relative to the proposed new water contracts and subsequent Folsom Dam and Reservoir reoperation requirements.

DISCUSSION

Based mainly on the DEIS/EIR information, we have concluded that the following adverse impacts to fish and wildlife resources could occur as a result of the proposed project and cumulative actions for diverting additional water from the American River and Folsom Reservoir:

- There could be a continued loss of riparian-zone wetlands which may be exacerbated by the proposed new water diversion actions. However, if Reclamation is able to operate in a manner to maintain AFRP American River flows and CVPIA-related mitigation actions occur, the potential riparian-zone effects may improve.

- The chinook salmon population of the lower American River could be reduced due to higher water temperatures. Depending on how operations changed, a potential decrease in water temperatures could initially result. However, this beneficial downstream water

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temperature improvement may occur for only a short time, until cumulative water diversions are implemented. A comprehensive operational analysis was not included to determine if the potential incremental effects could be offset by relying on other CVP facilities to provide water supplies unavailable from the American River.

- Fishery populations that inhabit or pass through the Delta and are affected by water export operations could be further reduced by another small and unquantifiable, but cumulatively significant, increment due primarily to Folsom Reservoir operational changes. Affected species would include, but not be limited to striped bass, American shad, fall-run chinook salmon, steelhead trout, and winter-run chinook salmon.

- Because Placer County Planning Department approves development based on groundwater or surface water supplies, new surface water diversions can perpetuate conversions of natural land as they free up groundwater that can then be used for approval of the next level of development.

RECOMMENDATIONS

In accordance with the Service's Mitigation Policy and to meet the intent and purpose of the FWCA, the Service recommends that PCWA and/or Reclamation:

G • Avoid and minimize disturbance to wetlands and all wildlife habitats during construction and maintenance of the project, and mitigate temporary and permanent impacts consistent with mitigation planning goals of designated Resource Categories.

H • Provide delineated acreage of wildlife habitat potential effected directly and indirectly by the proposed project.

I • Include measures in the project that will mitigate for the temporary and permanent adverse impacts on wildlife and their habitat resulting from land conversion and development in the project area.

J • Mitigate losses to terrestrial and riparian areas by revegetating construction-impacted sites, including staging and borrow sites, with appropriate native vegetation.

K • Mitigate losses of wetland habitat at the project site.

L • Develop detailed mitigation, monitoring, and remedial action plans for each mitigation action and site. Coordinate all phases of mitigation plan development and implementation with the Service and CDFG and NMFS when appropriate.

M • Direct staff with biological expertise monitor construction activities and provide technical assistance to ensure avoidance of additional construction impacts that may not have been anticipated prior to start of construction activities.

G. This will be accomplished through the Mitigation Plan (Appendix D to the Final EIS/EIR).

H. The Final EIS/EIR, Chapter 3.0, Section 3.6, Terrestrial Resources, provides acres of wildlife habitat that would potentially be directly affected by the Proposed Project, either temporarily due to construction or permanently due to placement of project facilities. Indirect habitat impacts due to land use changes in the water service area are discussed in the Cumulative Report (Appendix D to the Draft EIS/EIR). This information does not alter the conclusions presented in the Draft EIS/EIR.

I. The Mitigation Plan (Appendix D to the Final EIS/EIR) has measures to minimize and avoid impacts upon wildlife and their habitat due to the direct habitat impacts at the project site. PCWA does not have land use authority within its water service area. However, PCWA has agreed to not supply retail treated water service to new development with environmentally sensitive areas of Western Placer County until USFWS has certified that the new development is consistent with the interim conservation strategies of the Placer County Habitat Conservation Plan (HCP). The Placer County HCP is currently under preparation. The area preliminarily defined as environmentally sensitive refers to the area within Placer County, west of Highway 65, south of the proposed Highway 65 Lincoln Bypass, and north of Pleasant Grove Creek.

J. Please refer to Master Response 3.1.5, Project Area River Restoration.

K. The Mitigation Plan (Appendix D to the Final EIS/EIR) addresses wetland impacts.

L. The Mitigation Plan (Appendix D to the Final EIS/EIR) includes coordination with resources agencies, as appropriate.

M. Reclamation will retain a qualified biologist to monitor construction activity to protect designated areas within the project area. Such measures are included in the Mitigation Plan (Appendix D to the Final EIS/EIR).

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N • Incorporate the commitment to meet AFRP-recommended American River instream flows described in the November 20, 1997, Department of the Interior Final Administrative Proposal on the Management of Section 3406(b)(2) water of the CVPIA.

O • Define actions that will be taken during periods when minimal instream flows exist in the American River. Diversions during these periods should be avoided or flow releases should be increased above base flows in the amount diverted to avoid fish and wildlife impacts.

P • Growth inducing impacts are intended to be reduced through implementation of policies and mitigation measures identified in County and city general plans, and related EIRs adopted by the local land use agencies that regulate growth, and compliance with applicable State and Federal environmental laws in the project area. Reclamation should encourage that PCWA's participate in supporting a regional Habitat Conservation Plan for Placer County.

N. The recent Judge Wanger decision requires that baseline Reclamation operations of the Central Valley Project be consistent with D-893. This decision supercedes USFWS' previously assumed, and Reclamation's voluntary operational goal of striving to implement the November 20, 1997 AFRP target flow objectives for various water year types. In fact, USFWS no longer recognizes AFRP flow objectives as appropriate considerations, particularly regarding 3406(b)2 allocation.

O. Please refer to Master Response 3.1.14, Cumulative Impact Analysis.

P. PCWA does support and is participating in the regional development of the Habitat Conservation Plan. Please also refer to Response L-244.I.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Robert - Helen Keshegyan
ADDRESS:	330 Riverview Dr
CITY/STATE/ZIP:	Auburn 95603
BUSINESS AND/OR HOME PHONE/FAX:	885-9476
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A. No!

Too much traffic on Riverview at present.

We wish to protect our families, dogs, cats, our deer!

Thank you!

sorry this is late

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

☒ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.6, Public River Access Features.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Lou Ann Hammond
ADDRESS:	11265 Wisteria Way
CITY/STATE/ZIP:	Auburn CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	530.823.6865
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A | In Reference to restoring the River to its historic channel & putting 60 more vehicle parking spots, I strongly object. We have a severe nonattainment air quality problem already. Plus in the EIR there
B | is no solution for fire hazard - this is an extreme high fire danger area and posting signs is not going to satisfy this. I didn't see where Pacific St.
C | was looked at - the residential is nil, and there is already parking access. There are no small children
D | & no school to worry about. Where will people go to the bathroom? Will there be trash cans?
I want a full report on the fire and air quality & what will be done to meet attainment levels before anymore cars are
E | allowed. I also want to be notified of any public meetings on this development & any other in the Auburn area.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ *Please check here if you would like to be on the project mailing list.*

A. The Draft EIS/EIR evaluated the construction and project-related air emissions in Chapter 3, Section 3.15, Air Quality. With the exception of NO_x emissions during construction, air pollutant emissions would be below the local APCD significance thresholds.

B. Please refer to Master Response 3.1.9, Fire Management.

C. Please refer to Master Response 3.1.10, Project Access.

D. The Draft EIS/EIR describes the proposed public river access features, including restroom and trash container placement and maintenance by CDPR. Please also refer to Master Response 3.1.6, Public River Access Features.

E. All those commenting on the American River Pump Station Project Draft EIS/EIR were notified of the availability of the Final EIS/EIR. Those interested in receiving information or notification regarding other projects in Auburn need to contact the appropriate lead agencies, such as the City of Auburn or Placer County.

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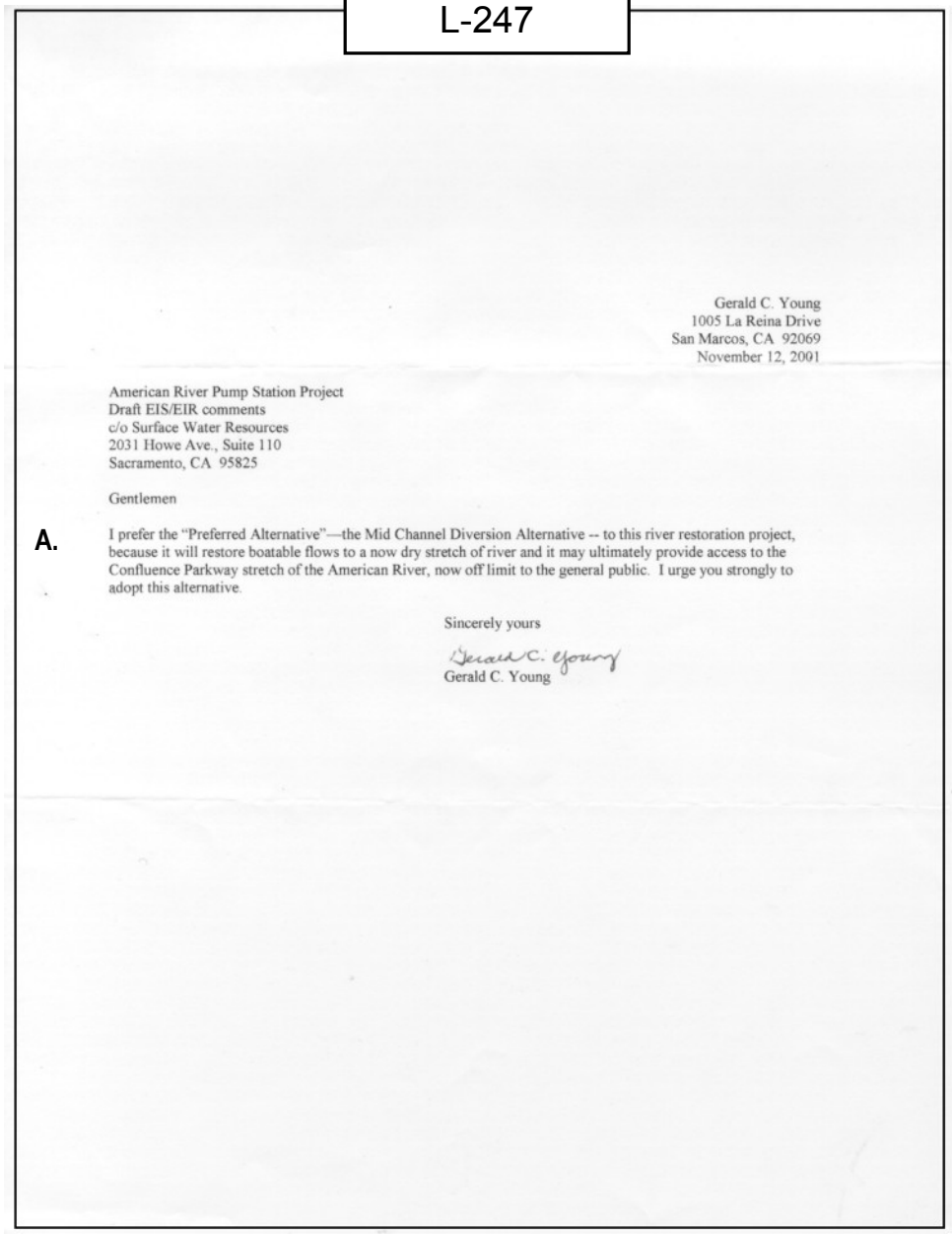

Gerald C. Young
1005 La Reina Drive
San Marcos, CA 92069
November 12, 2001

American River Pump Station Project
Draft EIS/EIR comments
c/o Surface Water Resources
2031 Howe Ave., Suite 110
Sacramento, CA 95825

Gentlemen

A. I prefer the "Preferred Alternative"—the Mid Channel Diversion Alternative -- to this river restoration project, because it will restore boatable flows to a now dry stretch of river and it may ultimately provide access to the Confluence Parkway stretch of the American River, now off limit to the general public. I urge you strongly to adopt this alternative.

Sincerely yours

Gerald C. Young

Gerald C. Young

A. Project support noted.

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Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Deanna Marsh
ADDRESS:	3144 Manhattan Bar Rd.
CITY/STATE/ZIP:	Auburn, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	916-663-9202
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A The plan needs to include bathroom facilities at the proposed parking areas.

B The plan must include clear details for safe horse + pedestrian trails through the canyon. This means trails away from paved roads.

C The plan must include re-vegetation for erosion control, and native beauty, as well as protection from invasive, non-native plant species. If we restore the river, we must plan to restore the plants + forest.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☑ *Please check here if you would like to be on the project mailing list.*

A. Restroom facilities would be provided and maintained by CDPR. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.6, Public River Access Features.

C. Please refer to Master Response 3.1.5, Project Area River Restoration.

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STATE OF CALIFORNIA -- THE RESOURCES AGENCY GRAY DAVIS, *Governor*

DEPARTMENT OF WATER RESOURCES
1416 NINTH STREET, P.O. BOX 942836
SACRAMENTO, CA 94236-0001
(916) 653-5791

November 9, 2001

Mr. Einar Maisch
Director of Strategic Planning
Placer County Water Agency
Post Office Box 6570
Auburn, California 95604

Mr. Roderick Hall, Environmental Specialist
Department of the Interior
Bureau of Reclamation
7794 Folsom Dam Road
Folsom, California 95630-1799

The California Department of Water Resources has reviewed the Draft Environmental Impact Statement/Environmental Impact Report for the American River Pump Station Project in Placer County, California dated August, 2001. We fully support the Proposed Alternative, Mid-Channel Diversion.

Enclosed for your review and consideration are the Department's detailed comments and recommendations concerning the Draft EIS/EIR. We appreciate the opportunity to comment on the Draft EIS/EIR and look forward to working with you and your team on the Project's next phase.

If you have any questions or need us to expand upon our comments or recommendations, please contact me at (916) 651-9600 or Bill Peach of DWR's Fish Passage Improvement Program at (916) 651-9615.

Sincerely,

William J. Bennett, Chief
Project Support and Resource
Restoration Branch
Division of Planning and Local Assistance

Enclosure

cc: Honorable Mary D. Nichols
Secretary for Resources
The Resources Agency
1416 Ninth Street, Room 1311
Sacramento, California 95814

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Comments on the Proposed Alternative: Mid-Channel Diversion

Department of Water Resources — Division of Planning and Local Assistance

A

Table 2-2:
Why does the Mid-Channel Proposal take only one more month to construct (22 months construction time) while costing nearly twice as much ($31 million) as the Upper-Channel Proposal (21 months construction time and $17 million construction costs)?

B

Water Quality:
The Water Quality section of the American River Pump Station Project Environmental Impact Statement/Environmental Impact Report addresses the engineering aspects of meeting current storm water pollution prevention rules and regulations through the use of appropriate Best Management Practices. The focus of discussion in this section appears to be on temporary BMP's necessary to meet permit requirements during construction activities. Beyond a few generic recommendations based upon broad assumptions, the Water Quality section does not appear to fully address the bigger issue of post-construction erosion/sediment control within the canyon both for the proposed construction work and the initial Auburn Dam construction work of the 1970's.

Without an adequate post-construction erosion/sediment control plan, the restoration of natural flows through this reach of the American River will increase the potential for sedimentation downstream of the project site, a significant impact. The vast majority of disturbed areas within the project site occur between the north side of the existing cofferdam remnant and the outlet of the 33 foot diameter diversion pipe, a 4,000 foot length of highly disturbed river canyon extending hundreds of feet up the canyon side-slopes. Essentially dry year-round, this segment of the river currently serves as a sediment trap for this extensive disturbed area. The reintroduction of natural river-flows through this segment of the river will be a significant beneficial impact; but it will also eliminate a beneficial function, sediment control, which needs to be incorporated elsewhere into the project site.

In recent years, the Regional Water Quality Control Board has been aggressively enforcing NPDES permit requirements. The Storm Water Pollution Prevention Plan, a requirement of the permit, is designed to address two distinct phases of a project, construction and post-construction. The SWPPP utilizes BMP's to minimize or eliminate storm water impacts generated by disturbed areas during and following construction. BMP's are typically divided into two categories, temporary BMP's intended as interim solutions implemented during construction and permanent BMP's which address the long-term solution for erosion/sediment control after the construction is completed. Both types of BMP's are included in a SWPPP. Other agencies will commonly budget upwards to 15 percent of their total construction dollars towards implementation of a SWPPP for a project. For economic and logistic reasons, permanent BMP's are preferably installed in lieu of temporary BMP's and as early as possible during the construction process. The lack of an adequate post-construction SWPPP, which would include permanent hillside revegetation, could be a potentially significant issue for RWQCB.

1

A. Pump station plant construction, which would occur under either alternative, would require the greatest amount of time to complete of any project component. Pump station construction would involve several steps, including concrete form work and placement, completion of the pump station building, and installation of pumps, other hardware, and electrical work. Therefore, the two alternatives would require a similar length of time to complete. Additional activities under the Mid-Channel Diversion Alternative include modification and restoration of approximately 4,000 feet of the river channel. Channel excavation would be done concurrently with other pump station construction. The Mid-Channel Diversion Alternative includes the creation of public river access improvements, including access roads, trails, and parking areas. The Upstream Diversion Alternative would not require the extensive river channel excavation work and would not provide public river access features. Therefore, due to the increased amount of earth moving and public access-related construction, the Mid-Channel Diversion Alternative would cost substantially more than the Upstream Diversion Alternative.

B. The Proposed Project would include post-construction erosion/sediment control measures as required by the NPDES SWPPP (Draft EIS/EIR, Section 3.7, Water Quality, page 3-193). As noted by the commenter, the NPDES SWPPP shall include a description of the BMPs and control practices to be used for both temporary and permanent erosion control measures. The SWPPP will describe all post-construction BMPs for the project, and show the location of each BMP on a map. Also, the SWPPP shall describe the agency or parties responsible for the long-term maintenance of these BMPs. Under the Proposed Project, the SWPPP would apply only to Proposed Project construction area and not the initial Auburn Dam project construction area. Regarding vegetation at the project site, please refer to Master Response 3.1.5, Project Area River Restoration.

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Comments on the Proposed Alternative: Mid-Channel Diversion

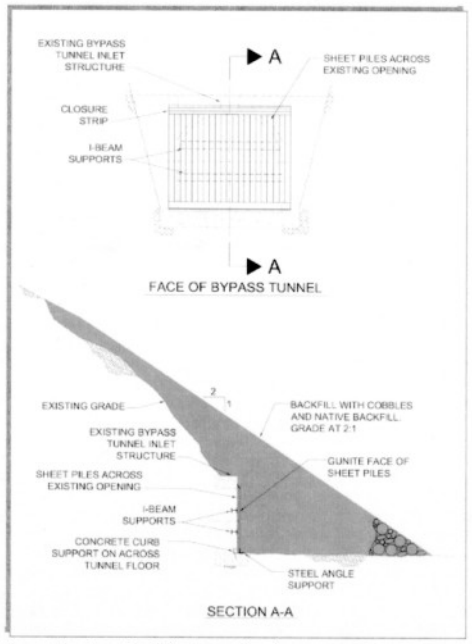
Department of Water Resources — Division of Planning and Local Assistance

C

Section 3.13, Geology and Soils, identifies the potential for increased erosion due to the highly disturbed nature of the project site and construction activities associated with the Proposed Project. The long-term viability of the pump station and related facilities due to soil and geologic site conditions has been identified as a concern by Placer County Water Agency and the Bureau of Reclamation. The Geology and Soils section recommends several environmental protection and mitigation measures to improve slope stability. Recommendation 2 "Grading to and acceptable stable topographic configuration by terracing, reducing slope angles, and reducing the height of cut and fill slopes." dovetails nicely with several permanent BMP's design concepts typical of post-construction SWPPP's. This recommendation needs to be carried forward and implemented into the final design of the project.

D

Bypass Tunnel Closure:
The Proposed Alternative is recommending the closure of the existing bypass tunnel "by placing sheet piles, sheet plates, reinforced concrete, and large rock across the face of both the inlet and outlet" (pg. 2-21) as illustrated by the adjacent graphic from the public workshop presentation.



As currently proposed, the bypass tunnel closure concept raises some potential concerns:

1. The stability and reliability of the 2:1 engineered fill slopes covering the closures during a 1% probability event (100-yr. storm).
2. The structural integrity of the sheet pile/sheet plate/reinforced concrete pipe closure under flood and soil loading.

Most tunnel closures involve construction of a concrete plug at least two (2) times the length of the tunnel's diameter. The sheet pipe/soil backfill closure does not appear to be a structurally positive plan.

2

C. These measures are part of the Mitigation Plan.

D. As described in the Draft EIS/EIR, page 2-21, the bypass tunnel closure design will allow for reopening the tunnel in the event that Auburn Dam is reauthorized. As part of the 1997 Value Planning Study, alternative ways for preventing boaters and swimmers from entering the tunnel, or being impinged on screens, were evaluated with and without restoring the river channel. It was concluded that there is no safe way of accomplishing this without directing the water around the tunnel. The Proposed Project represents a design that protects boaters and swimmers while providing a "temporary" closure of the tunnel. Filling the tunnel, or installing a concrete plug would accomplish the safety objectives, but would make it more difficult to reopen the tunnel at a later date, if needed.

The lead agencies recognize concerns regarding the permanency and specifications of the tunnel closure. The tunnel closure, as designed, entails placing sheet piles at the tunnel inlet and outlet. The sheet piles would be covered with shotcrete (Gunite) and covered with a stable engineered fill. This method of closing the existing tunnel will be permanent (i.e., will not require replacement) but would allow re-opening of the tunnel in the event that a diversion tunnel is needed in the future. Completely filling the existing tunnel with grout or earth would preclude future access (except via excavation), and would require approximately 84,000 cubic yards of material. Although the tunnel will not be filled in completely as designed, there would be no danger of caving in because the tunnel passes through rock and is lined with structural grade concrete.

Concerns over water permeating the engineered fill and sheet piles at the tunnel inlet or outlet have been noted. While water entering the tunnel is not likely to occur under current design specifications, the design could be augmented by using an impermeable membrane incorporated between two layers of Gunite, in place of the single layer of Gunite. A reinforced concrete wall could also be constructed against the sheet piles.

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Comments on the Proposed Alternative: Mid-Channel Diversion

Department of Water Resources Division of Planning and Local Assistance

3. The necessity of the engineered backfill cover over the bypass tunnel closure.
4. The piping failure of the backfill into the tunnel through the sheet pipe in a large event.
5. The eventual corrosion failure of the steel sheet piles and reinforcing members.

Visual Resources:

Chapter 2, Section 2.2.2 makes several references concerning the "look" of the project or how it should fit into the landscape as noted below:

1. Diversion/Intake Structures (pg. 2-20):
   - "The structures would be constructed from a combination of boulders, grouted rock (possible including cofferdam remnant materials), and possibly faux rock (concrete or other substance molded to look like natural rock formation)."
2. River Channel Restoration (pg. 2-21):
   - "Restoration of dewatered channel to appear and function like a natural river environment" with attached caveat,
   - "Further enhancement of fish and wildlife habitat would occur over time as the channel and the surrounding environment respond to the returned river flows."
3. Water Supply Diversion (pg. 2-21):
   - "The bypass tunnel closure would prevent access to the tunnel and would be designed to blend into the surrounding landscape."
4. Natural River System Functions (pg. 2-22):
   - "A key design goal for the restoration component of the Proposed Project is to imitate, to the extent possible, the appearance and form of a natural river channel, including the banks and floodplain benches."
   - "…design to accommodate anticipated natural processes and be visually and functionally compatible with the reaches up and downstream of the project site."

E

However, the Visual Resources discussion, Section 3.9, appears to focus on the facilities (pump station and other structures) associated with the project and their visual impact, not the entire project which includes extensive site re-grading and the restoration of natural flows through the river channel. The section does not address how the project will fit into the landscape nor offer recommendations relative to the integration of the project into the natural landscape, an important component of a visual quality/scenic resource impact (aesthetics) assessment.

The Visual Resource section identified two receptor groups as "valuing the scenic quality of their views integrally with their use of the area" (pg. 3-232), adjacent residents and recreationists. The recreationist group centered on those using the trail system adjacent to and/or traversing the project site, hikers, bikers, and horseback riders. The recreationist group should have been expanded to those who limit their activities to the river channel including casual hikers exploring the canyon floor and river banks, fishing enthusiasts, and the future boaters navigating the restored river channel. Their

3

E. Overall, the Proposed Project, through restoration of the North Fork American River to the dewatered channel and creation of a naturally functioning river system would improve the existing visual resource conditions at the project site.

L-249, pg. 5

perspective of the project site will be far more focused on adjacent landforms and the devastation associated with the Auburn Dam work and cofferdam breach.

E Paragraph 3.9.2.3 states "There are no formal, specific regulations or criteria for analyzing visual resource impacts." There are at least two (2) recognized processes/procedures for assessing impacts on visual quality and scenic resources. Both of the processes are participatory by nature involving input from local communities, user groups, community leaders, and experts in the field visual impact assessment. The U.S. Forest Service has developed a very elaborate process for identifying, analyzing, categorizing, and managing the scenic resources and visual quality of National Forests. The process has been in place since the early seventies with the most recent version, "Landscape Aesthetics, A Handbook for Scenery Management" (Agricultural Handbook 701) being published December 1995. The Federal Highway Administration published a process for assessing visual impacts in 1981 entitled "Visual Impact Assessments for Highway Projects". All State DOTs receiving federal funding on highway improvement projects, where visual impacts have been identified as a potential environmental concern, use the process. While developed for highway improvement projects, FHWA's process is universal allowing its application on most any type of construction project.

The Visual Resource section fulfills the basic intent of the NEPA/CEQA process. An overall finding of "less than significant" visual quality/scenic resource impact is probably appropriate due to the extent of existing site disturbances. However, the discussion misses an opportunity to recommend how the more significant facets of the project, the finished appearance of the site mass grading and river restoration work, should fit into the natural landscape.

F NEPA directs federal agencies "to restore and enhance the human environment" to the fullest extent possible. The partial restoration of the river channel and canyon is a significant beneficial impact of this alternative. However, perfectly engineered 2:1 slopes are neither visually appealing nor "designed to blend with the surrounding landscape." A few recommendations focused on how to blend the site grading into the natural landscape would be appropriate.

Recommendations:

1. Implement slope stability Recommendation #2 as proposed in the Geology and Soils section (pg. 3-286). Recommendation 2 will:
   - greatly improve the changes for a successful re-vegetation program for the disturbed project site,
   - enhance the post-construction storm water pollution prevention plan by reducing the total disturbed area into a series of smaller, more manageable zones,
   - facilitate the monitoring and maintenance of the permanent BMP's, such as detention basins and sediment traps, by providing access routes via the terracing, and
   - provide a better fit of the project into the regional landscape.

F. Please refer to Master Response 3.1.5, Project Area River Restoration.

L-249, pg. 6

Comments on the Proposed Alternative: Mid-Channel Diversion

Department of Water Resources — Division of Planning and Local Assistance

F

2. Expand Recommendation #2 to include the following:
   - Include contour furrowing and/or slope roughening to reduce surface water velocities flowing down the face of slopes and increase water percolation rates,
   - Contour grade slopes at varying horizontal to vertical (h:v) ratios to better blend manufactured slopes into the natural terrain, and
   - Utilize channel linings or temporary structures in drainage channels to slow runoff velocities.

3. Implement biotechnical soil stabilization principals into the slope stabilization aspects of the project. The basic concept behind biotechnical soil stabilization is the integration of live vegetation with structural-mechanical methods (rip-rap, retaining structures, etc.) to reduce and/or prevent slope failure and erosion. Biotechnical soil stabilization methods may include vegetated rip-rap, brushlayering, willow wattles, pole planting, and live siltation to name a few. The vegetative aspect will enhance the structural-mechanical elements of the slope stabilization plan by increasing the strength and holding capacity of the structure while improving its aesthetics and better integrating it into the natural landscape.

4. Underground all new power-lines to comply with Placer County's Policy 1.K.5 (pg. 3-236). The project is located in a State recreation area where visual quality impacts can have a higher priority than in more developed areas. The introduction of visually intrusive manmade elements such as power poles and overhead wires into a natural setting should be avoided wherever possible. While the project site is highly disturbed now, the potential exists for restoring the area to some semblance of its original natural condition. The park's user groups and adjacent residents overlooking the project site may consider the power poles and overhead wires visually unacceptable.

5. Incorporate "context sensitive design" principals into the design of the pump station enclosure. A guiding principal of "context sensitive design" is to design the project to be in harmony with the community, and it preserves environmental, scenic, aesthetic, historic, and natural resource values of the area. As currently proposed, the sheet-metal pump station enclosure "painted a neutral/earthtone color" will be out of context with a park setting. A building design which reflects the cultural heritage and historical significant of Auburn would be more appropriate. If sensitively designed to fit the context of the park setting, screening the building may not be necessary or may be less extensive.

6. Rock netting, if used, should be color-coated to match the rock surfaces it is being secured to.

7. Stain/treat all newly exposed rock surfaces including rip-rap with "Permeon" of equal material to reduce glare generated by exposed rock surfaces and blend the rock into the surrounding landscape.

5

L-249, pg. 7

Comments on the Proposed Alternative: Mid-Channel Diversion

Department of Water Resources — Division of Planning and Local Assistance

8. Contour grade the remaining portion of the cofferdam to reduce its unnatural visual prominence in the landscape.

F

9. To the extent possible, backfill void spaces in rock fills and top-dress slope surfaces with alluvium material excavated from the river channel. A successful revegetation and erosion/sediment control plan will require a planting medium for the establishment of plant material.

10. In lieu of the proposed sheet pile/rock backfill bypass tunnel closure, consider plugging the tunnel with concrete and treating the surface with a sculpted rock texture emulating the adjacent exposed rock formation per attached photo-simulation. The concrete plug would insure a positive closure for the tunnel while allowing for its removal should the Auburn Dam be reauthorized. The faux rock treatment would conceal the plug to all but the very trained eye and would enhance the visual quality of the area.

6

L-250

1 November 2001

Box 2160
Nevada City, California 95959

I wish to comment on the issue of Placer County Water Authority and their claims of the necessity of closing down the Auburn to Cool trail in light of their attempt at river restoration.

I feel the Authority should most definitely be responsible for the construction of a bridge and should include that cost in their plans of this river restoration project. Whatever the cost, it is certainly the Authority's responsibility since it will keep the trail open as a multi-use trail which it currently is and should remain as one.

A The area is heavily utilized by many recreationists of all disciplines; hikers, joggers, bicyclists and of course, equestrians. None of those groups can afford to loose any trails in this area, or anywhere for that matter. While river restoration is of the utmost importance as well, the Authority can accomplish their goal of restoration as well as maintaining the integrity of the area for recreational pursuits.

Closing this area is definitely not an option as other nearby trails will become overburdened and crowded and are, in some locations, treacherous as well.

The wisest option to ultimately restore the river and maintain it's health as well as keeping the trails open is for a bridge to be constructed, which the PCWA should include in their plans. Additionally, the Authority should include trails along the roads they intend to asphalt so connecting trails are not lost through this project.

Thank you for your consideration.....

Nancy Neuman

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-251

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Kathryn White
ADDRESS:	372 Riverview Dr
CITY/STATE/ZIP:	Auburn Ca 95603
BUSINESS AND/OR HOME PHONE/FAX:	
ORGANIZATION (IF APPLICABLE):	-Retired-

COMMENTS:

A

I am not in favor of more traffic on old section of Riverview Dr. the traffic would be heavy on our street. A short cut for cars to the the river.

We have all the school traffic & water agency now.

We have no sidewalks, a lot of hikers, dogs on ~~leashes~~ leashes, mothers with baby buggies, tame Deer crossing the street. (Dangerous)

We have next neighbours with small children now.

We also have a lot of walkers on our street.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ *Please check here if you would like to be on the project mailing list.*

A. Please refer to Master Response 3.1.6, Public River Access Features.

L-252

RECEIVED NOV 0 9 2001

Placer County Water Agency
P.O. Box 6570
Auburn, Ca. 95604
Attn: General Managers Office

Dear Sir or Madam;

I am writing to you regarding the Auburn to Cool Trail via Coffer Dam. I am asking you to accept a plan which will keep this old and much used trail open.

A

This trail is a part of a much larger system of trails that is used by many people for many activities. What may benefit the rafters will seriously hurt the Equestrians, hikers, joggers, bicyclists, runners and outdoor enthusiests. Please don't close this trail. Keeping it open is just the right thing to do for all.

Thank you,

Gayle Atkins

Gayle Atkins
P.O. Box 1405
Georgetown, Ca. 95634
(530)333-0147

TO	DATE	INFO.	ACTION
GNL. MGR.	11-13		
DIRECTORS			
ATTORNEY			
BRD. CLERK			
PLANNING ADM.			
DEPT. HEADS			
MGT. TEAM			
CUST. SERV. DIR.			
FIELD SERV. DIR.			
FINANCE DIR.			
H.R. DIR.			
PWR. SYS. MGR.			
STG. AFF. DIR.			
TECH. SERV. DIR.			
Brent Smith	11-13		

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-253

HARRY B. WYETH
KAREN A. WYETH
20862 E. Spring Ranches Rd.
Grass Valley, CA 95949

(530) 346-6081

November 17, 2001

American River Pump Station Project
Draft EIR/EIS Comments
Surface Water Resources, Inc.
2031 Howe Ave.
Sacramento, CA 95825

RE: **Auburn-Cool Trail Closure**

Dear Ladies/Gentlemen:

A

We are horseback riders and runners who are opposed to the proposed closure of the trail from Auburn to Cool which would occur under the plan to eliminate the cofferdam on the American River. While elimination of the dam is a worthwhile project, elimination of the only means of crossing the river in this area would have serious consequences for trail users. The only other means of crossing the American River is via No Hands Bridge, about five kilometers upstream. The trail on both sides of the river at the bridge is steep and narrow in many places, particularly on the south side, and is not in good condition. This trail defiantly cannot handle the increased foot, bicycle, and horse traffic which would result from closure of the Auburn-Cool trail.

The trail on the Cool side of the river climbing up from No Hands Bridge is also very close to Highway 49, which makes the trail very noisy and frightening to sensitive horses. Almost continuously, there are large trucks roaring by uphill or using engine brakes going downhill on the highway, immediately adjacent to the trail. The trial in this area is also extremely eroded and cut down into the soil, which restricts maneuverability. For some riders, therefore, using the No Hands Bridge trail to get to Cool is actually a dangerous ride.

Closure of the cofferdam trail, therefore, will significantly reduce the recreation options available by making access to Cool substantially more difficult and will eliminate many opportunities for a scenic cross-river trip in this area.

There are hundreds, if not thousands, of runners, bicycle riders, and horseback riders who are affected by this issue. These trail users frequently use the cofferdam trail and the No Hands Bridge trail to make a round trip from Auburn to Cool, and have been doing so for many years. This option should definitely be preserved.

Elimination of the cofferdam crossing is not unavoidable. A small bridge could easily be build over the river, suitable for bicycle, horse, and pedestrian traffic. We believe the additional cost of a bridge is justified and should be incorporated into the total cost of this project.

Very truly yours,

HARRY B. WYETH

KAREN A. WYETH

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-254

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Lois Watts
ADDRESS:	4901 High St
CITY/STATE/ZIP:	Rocklin Ca
BUSINESS AND/OR HOME PHONE/FAX:	916 624-4561
ORGANIZATION (IF APPLICABLE):	

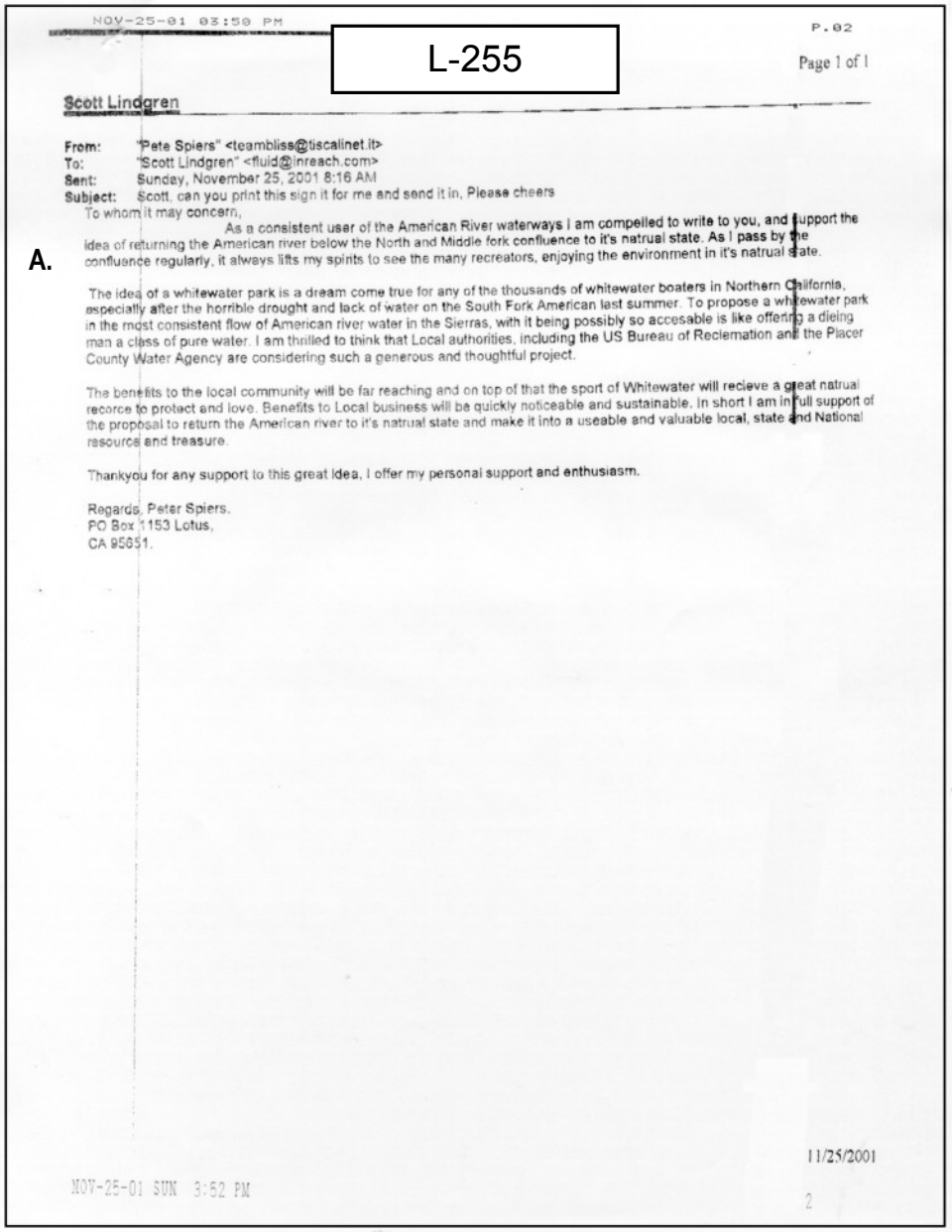
COMMENTS:

A Keep our trails open.

It would be nice if they made more trails for all of us to use and enjoy the open places.
Every day we lose more of our open space to houses etc.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ ***Please check here if you would like to be on the project mailing list.***

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.



NOV-25-01 03:50 PM P.02

L-255

Page 1 of 1

Scott Lindgren

From: "Pete Spiers" <teambliss@tiscalinet.it>
To: "Scott Lindgren" <fluid@inreach.com>
Sent: Sunday, November 25, 2001 8:16 AM
Subject: Scott, can you print this sign it for me and send it in, Please cheers

To whom it may concern,

A. As a consistent user of the American River waterways I am compelled to write to you, and support the idea of returning the American river below the North and Middle fork confluence to it's natrual state. As I pass by the confluence regularly, it always lifts my spirits to see the many recreators, enjoying the environment in it's natrual state.

The idea of a whitewater park is a dream come true for any of the thousands of whitewater boaters in Northern California, especially after the horrible drought and lack of water on the South Fork American last summer. To propose a whitewater park in the most consistent flow of American river water in the Sierras, with it being possibly so accesable is like offering a dieing man a class of pure water. I am thrilled to think that Local authorities, including the US Bureau of Reclemation and the Placer County Water Agency are considering such a generous and thoughtful project.

The benefits to the local community will be far reaching and on top of that the sport of Whitewater will recieve a great natrual recorce to protect and love. Benefits to Local business will be quickly noticeable and sustainable. In short I am in full support of the proposal to return the American river to it's natrual state and make it into a useable and valuable local, state and National resource and treasure.

Thankyou for any support to this great idea, I offer my personal support and enthusiasm.

Regards, Peter Spiers.
PO Box 1153 Lotus,
CA 95651.

11/25/2001

NOV-25-01 SUN 3:52 PM

2

A. Project support noted.

L-256

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Linda Straub Boisa
ADDRESS:	5736 West 2nd Street
CITY/STATE/ZIP:	Rio Linda CA 95673
BUSINESS AND/OR HOME PHONE/FAX:	916-991-7705 Linda Boisa@yahoo.com
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A If you do not include a bridge over the American River, it will terribly frustrate thousands of people! I personally use this trail alot, as do many others I know. It is a beautiful trail! Why would you want to cut recreation off here? - I think Americans are frustrated enough without more loss of our trails where we go to unwind. Please Please!! include a bridge!

Linda Boisa

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.
☐ ***Please check here if you would like to be on the project mailing list.***

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-257

GREATER AUBURN AREA FIRE SAFE COUNCIL

C/o 120 Belmont Drive
Auburn, CA 95603-5516
(530) 885-1185

November 26, 2001

American River Pump Station Project
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

Re: Draft EIS/EIR Comments on American River Pump Station Project, Auburn, CA

To Whom It May Concern:

Whereas:

1) The U. S. Federal Register lists Auburn, CA as one of the *Communities at Risk*, because of its location in a Wildland Urban Interface; and
2) The California Department of Forestry has designated Auburn, CA as a *Very High Fire Hazard Community*; and
3) Auburn, CA is the County Seat and only community in Placer County built directly adjacent to and on the rim of the American River Canyon and in a Wildland Urban Interface; and
4) This Wildland Urban Interface presents a problem not of fire protection, but of community Land Use Planning; and
5) The majority of fires in this area have been initiated by human interaction or by vehicular causes and all of the Fire Agencies advise that increased human interaction in the Wildland Urban Interface greatly increases the likelihood of wildland fires and their spread to the greater Auburn area;

Please be advised that the **Greater Auburn Area Fire Safe Council**, a member of **The Placer County Fire Safe Alliance**, requests that the Environmental Impact Statement for the proposed American River Pump Station Project thoroughly address the issues related to the fire danger this proposed project will pose to the Auburn community. Of particular interest to the Council is how the proposed project will address issues such as Shaded Fuel Breaks, Emergency Evacuation, Emergency Safety Zones, Ingress and Egress for Emergency Fire Equipment, Enforcement of Local and State Fire Laws and Ordinances, and other issues directly related to the fire dangers associated with the Project.

Respectfully submitted,

Mr. Beryl C. Smith
Interim Chairman, GAAFSC

Cc: Alice Dowdin Singh, Mayor; Howard Leal, Fire Chief; David Breninger, PCWA; Congressman John Doolittle; Otis Wollan, ARWG; Jim Michaels, DPR; Kelly Keenan, CDF; Rob Schroeder, USBR; Randy Smith, PCFD

A. Please refer to Master Response 3.1.9, Fire Management.

L-258

American River Pump Station Project 11/25/2001
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Ave. Suite 110
Sacramento, CA 95825

To whom it may concern,

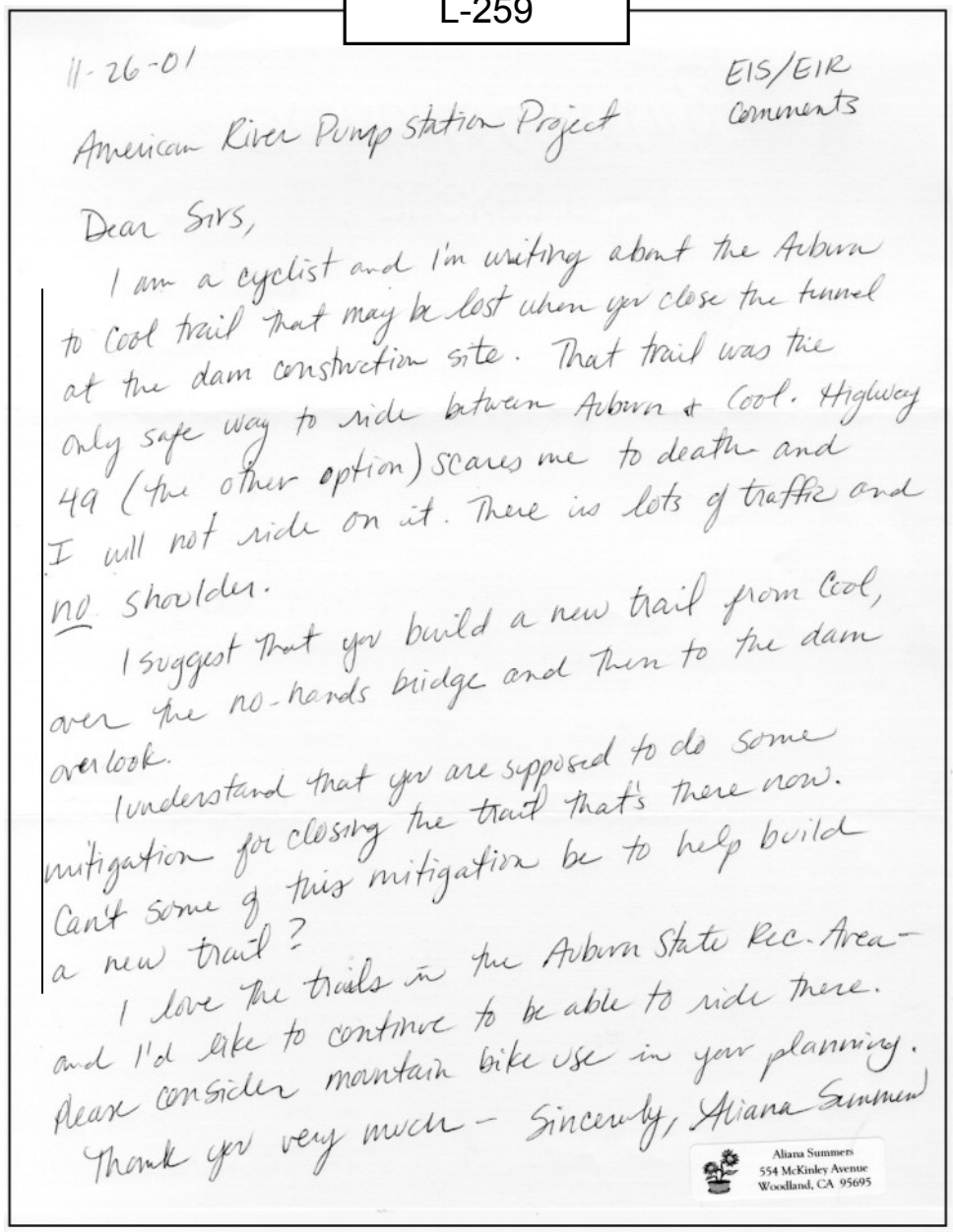
A I am an avid mountain biker and I am concerned about the loss of the Auburn to Cool trail as a result of the closing of the tunnel at the Auburn dam construction site. The Auburn to Cool trail provided the only safe route for mountain bicyclists to get between the 2 towns. The only other route requires riding on at least 2 miles of hwy. 49 that has no shoulders and high traffic speeds. I realize that the cost of a bridge would be large, therefore I believe that a reasonable low cost alternative would be a new trail that goes from the dam overlook to either hwy. 49 at the river or Mt. Quarries bridge and then up to Cool. Please consider this option and preserve safe mountain biking in the Auburn area for myself and my fellow cyclists.

Sincerely,

Dr. Paul Dayton
Davis, CA

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-259



11-26-01

EIS/EIR Comments

American River Pump station Project

Dear Sirs,

I am a cyclist and I'm writing about the Auburn to Cool trail that may be lost when you close the tunnel at the dam construction site. That trail was the only safe way to ride between Auburn & Cool. Highway 49 (the other option) scares me to death and I will not ride on it. There is lots of traffic and NO shoulder.

A

I suggest that you build a new trail from Cool, over the no-hands bridge and then to the dam overlook.

I understand that you are supposed to do some mitigation for closing the trail that's there now. Can't some of this mitigation be to help build a new trail?

I love the trails in the Auburn State Rec. Area and I'd like to continue to be able to ride there. Please consider mountain bike use in your planning.

Thank you very much - Sincerely, Aliana Summers

Aliana Summers
554 McKinley Avenue
Woodland, CA 95695

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail

L-260

11-19-01

From: Perry J. Harrington
10045 Snowy Owl Way
Auburn, CA 95603
Phn: (530) 613-5788
Fax: (530) 823-8818

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Ave., Suite 110
Sacramento, CA 95825
Fax: (916) 286-0957

To whom it may concern,

Please take notice of these comments regarding the American River Pump Station Project.

A We (the Harrington Family) are against this project as it has been proposed. We do not want this project to have access through Maidu Rd.

B Skyridge Elementary School is off of Maidu Rd. and many children walk across this road everyday to and from school. These are small children, ages 5 to 10 years. There is already excess traffic in the area of Maidu due to the school. The increased traffic due to the construction of this project and the planned state recreation area after will be dangerous to these children and create even worse traffic congestion in this neighborhood area. This project will also result in excess noise and air pollution for the residents of the neighborhoods in the vicinity of Maidu Road. It is our opinion that if this project goes

C through the access should be through the already established route to the Auburn Dam Overlook near the Skate Park. There are already at least two or more established routes to and/or through this area (Pacific and Sacramento streets). And there is already parking at the Overlook.

B We do not want heavy equipment rolling down Maidu at all, let alone for two years of construction! We feel that the EIR needs to reevaluate the impact of increased traffic on Maidu East of Burlin.

D This planned recreation area will also be a fire hazard to the residences of South Auburn. We believe there is no need for the recreation area portion of the "Restoration Project". There wasn't a recreation area there before work began on the Dam Project and we don't

B need one now. We don't want the traffic, noise, crime, transients, trash, etc. associated with access to the proposed recreation area through our neighborhood on Maidu Rd. We

A. Please refer to Master Response 3.1.10, Project Access.

B. Please refer to Master Response 3.1.6, Public River Access Features.

C. Please refer to Master Response 3.1.10, Project Access.

D. Please refer to Master Response 3.1.9, Fire Management.

L-260, pg. 2

already have local hiking and biking trails and do not want a State sponsored recreation area here.

E We would like to be kept informed of upcoming events leading to approval and completion of this planned project. Please add my name to the project mailing list.

This project is unacceptable to us! We urge your support of our position and views on this proposed project. The access through Maidu Road is not acceptable. The recreation area is not necessary. This project is not safe for our children.

Sincerely,
Perry J. Harrington
And the Harrington Family
Jerry
Tiffany Harrington
Beverly Harrington

E. All comment letter authors were added to the project mailing list and received notification of the availability of the Final EIS/EIR.

L-261

Aaron Beitler
2406 SE SALMON ST
PORTLAND OR 97214
11/27

AMERICAN RIVER PUMP - STATION PROJECT
SACRAMENTO, CA

TO WHOM IT MAY CONCERN,

A I AM VERY CONCERNED ABOUT THE FATE OF THE LOWER AMERICAN RIVER. WE NEED THIS RIVER AND CANYON FOR ITS RECREATIONAL VALUE—MUCH MORE THAN WHAT THE DIVERSION TUNNEL OFFERS. THIS WILL ONLY BECOME INCREASINGLY TRUE AS CALIFORNIA AND THE WEST'S POPULATION INCREASES, AND OUR OPPORTUNITIES FOR SOLITUDE DECREASE.

B ADDITIONALLY, THE POSSIBILITY FOR CONSTRUCTING A WHITE WATER PARK, AND CREATING ADDITIONAL RUNS ON THE LOWER AMERICAN TO FOLSOM LAKE, SHOULD BE CONSIDERED. THIS WILL TAKE STRESS OFF OF EXISTING RIVER RUNS, AND GROW THE INTEREST IN LOCAL ACTIVITIES. AUBURN'S, PLACERVILLE'S, LOTUS' AND OTHER REGIONAL ECONOMIES WILL BENEFIT. KAYAKERS ARE A RELATIVELY WEALTHY AND ADVENTURESOME BUNCH - WILLING TO SUPPORT CLEAN, FRIENDLY BUSINESSES.

I REALLY HOPE YOU FULLY CONSIDER THE FUTURE OF THIS AREA FROM THE PERSPECTIVE OF TRUE MULTI-USE. DIVERTING PRECLUDES TOO MANY ACTIVITIES, IS ECONOMICALLY IRRESPONSIBLE, AND WILL EVENTUALLY BE DECIDED AGAINST ANYWAY. PLEASE EXERCISE FORESIGHT.

RESPECTFULLY YOURS,

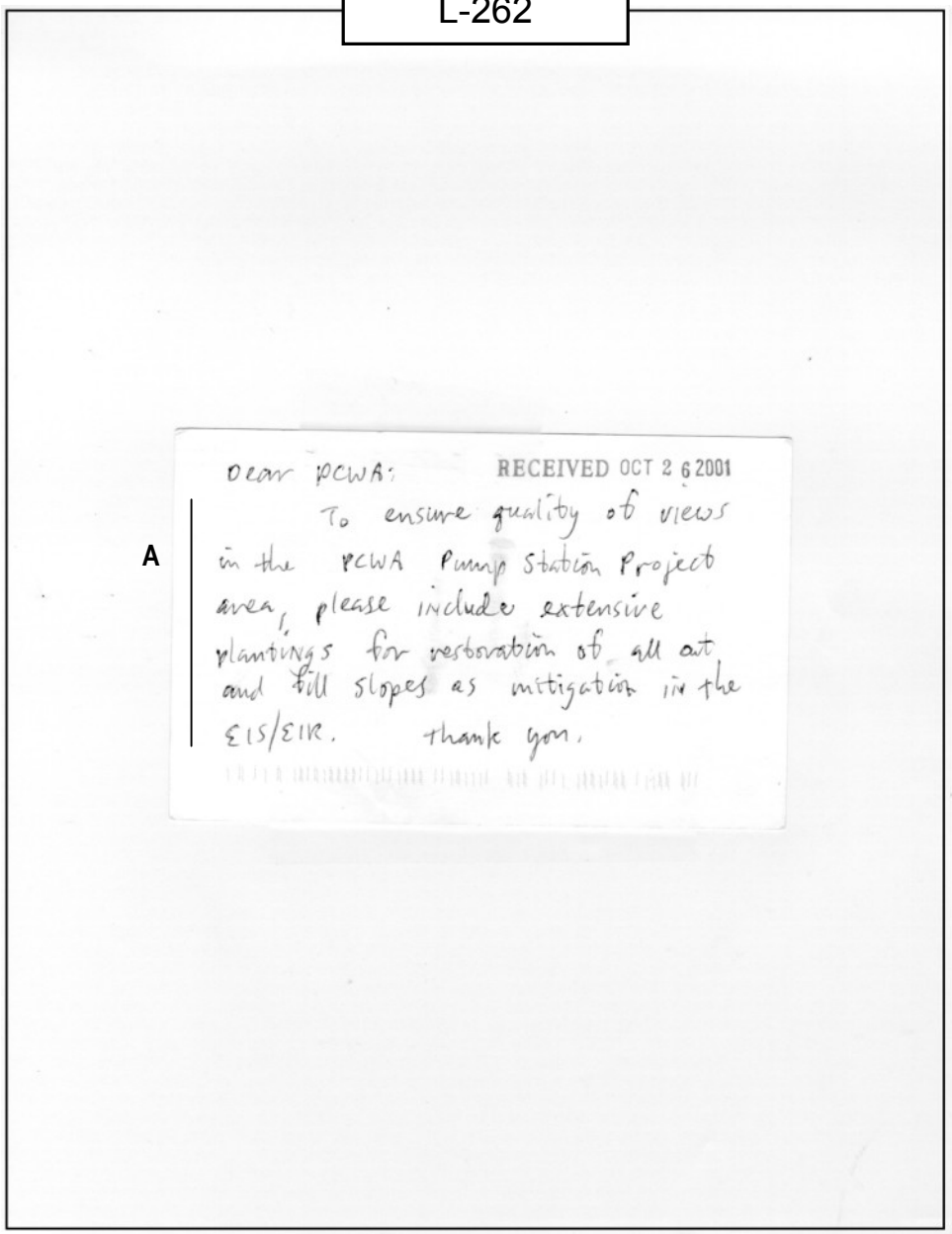
Aaron J Beitler

AARON BEITLER

A. The Draft EIS/EIR presents an evaluation of lower American River recreation (Chapter 3, Section 3.8).

B. The Proposed Project would not include development of a whitewater park on the North Fork American River. Future Auburn SRA planning activities will be undertaken by Reclamation and CDPR later this year (2002).

L-262



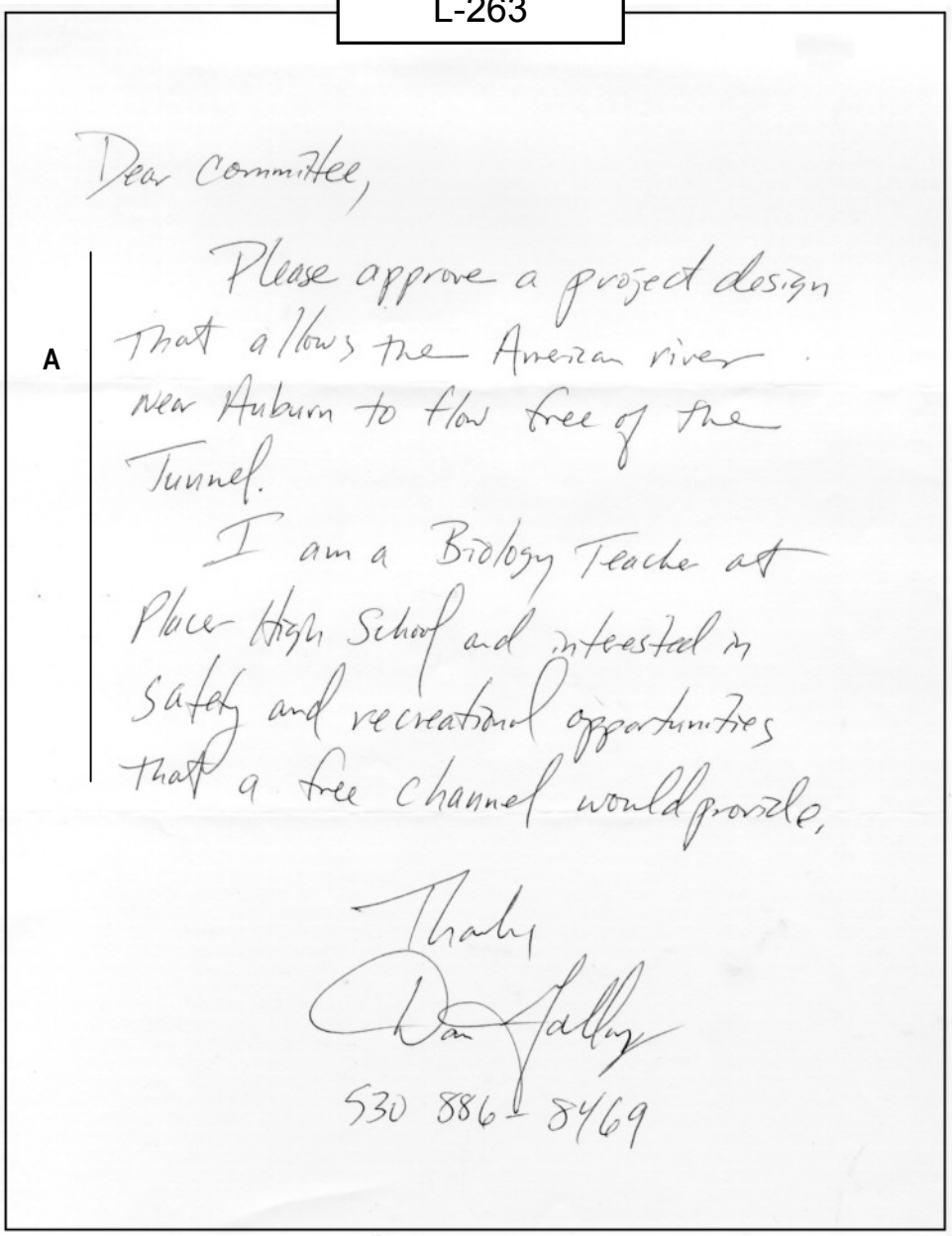
Dear PCWA: RECEIVED OCT 2 6 2001

To ensure quality of views in the PCWA Pump Station Project area, please include extensive plantings for restoration of all cut and fill slopes as mitigation in the EIS/EIR. thank you.

A

A. Please refer to Master Response 3.1.5, Project Area River Restoration.

L-263



Dear committee,

Please approve a project design that allows the American river near Auburn to flow free of the Tunnel.

I am a Biology Teache at Placer High School and interested in safety and recreational opportunities that a free channel would provide.

Thanks

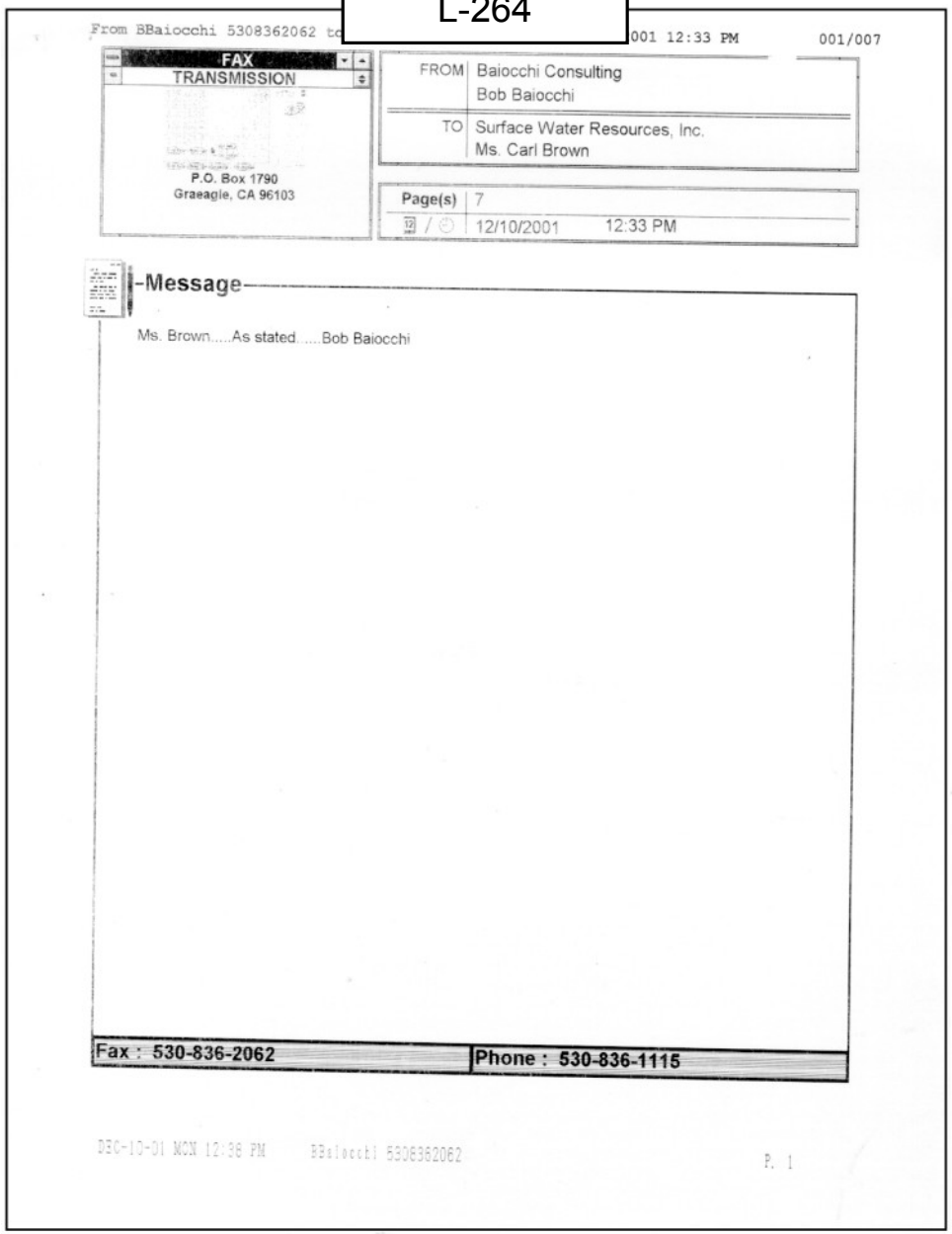
Dan Talley

530 886-8469

A

A. Project support for tunnel closure and river restoration noted.

L-264



From BBaiocchi 5308362062 to [illegible]001 12:33 PM 001/007

FAX TRANSMISSION

P.O. Box 1790
Graeagle, CA 96103

FROM | Baiocchi Consulting
Bob Baiocchi

TO | Surface Water Resources, Inc.
Ms. Carl Brown

Page(s) | 7

12/10/2001 12:33 PM

-Message-

Ms. Brown.....As stated.....Bob Baiocchi

Fax : 530-836-2062 | Phone : 530-836-1115

DEC-10-01 MON 12:36 PM BBaiocchi 5308362062 P. 1

L-264, pg. 2

Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825
Attn: Carol Brown

December 10, 2001

Re: American River Pump Station Project; Draft Joint Environmental Impact Report and Draft Environmental Impact Statement; Comments by Bob Baiocchi

Via Fax from Bob Baiocchi to Carol Brown of SWI at 916-286-0957

This is in response to the joint draft EIR and draft EIS regarding the proposed American River Pump Station Project by the U.S. Bureau of Reclamation and the Placer County Water Agency.

The following are the comments of Bob Baiocchi regarding the draft EIR/EIS document:

Auburn Ravine

Water diversions from the American River watershed into Auburn Ravine are part of the whole project. Auburn Ravine sustains threatened steelhead species (all life stages) and their habitat, fall-run chinook salmon species and their habitat (all life stages), and also other aquatic species (all species and their life stages) and their habitat.

The draft EIR/EIS failed to disclose and descript water diversions into Auburn Ravine and other pertinent information as a result of the proposed project. The draft EIR/EIS must be amended to properly disclose and descript how diversions of water from the American River watershed into Auburn Ravine will be made as a result of the proposed project. The Draft EIR/EIS must disclose the following information and data:

A (a) Disclose and describe the daily and annual amounts of foreign water that will be diverted into Auburn Ravine as a result of the proposed project in all water year types. This information was not disclosed in the draft EIR/EIS;

A. Please refer to Master Response 3.1.13, Auburn Ravine.

L-264, pg. 3

A

(b) Disclose and describe all points of rediversion where the foreign water will be diverted in Auburn Ravine as a result of the proposed project. This information was not disclosed in the draft EIR/EIS;

(c) Disclose and describe the daily amounts of foreign water that will be diverted and used in Auburn Ravine at specific points of diversion as a result of the proposed project during all water year types. This information was not disclosed in the draft EIR/EIS;

(d) Disclose and describe the seasons of diversion (and storage) at all point of diversion in Auburn Ravine where the foreign water will be diverted and used as a result of the proposed project. This information was not disclosed in the draft EIR/EIS;

(e) Disclose and describe the purposes of use and places of use at all points of diversion in Auburn Ravine where the foreign water will be diverted and used as a result of the proposed project. This information was not disclosed in the draft EIR/EIS;

B

(f) Disclose and describe the water rights held by all diverters in Auburn Ravine that will divert foreign water as a result of the project. This information was not disclosed in the draft EIR/EIS;

C

(g) Disclose and describe the mandatory daily minimum streamflow requirements below all points of diversion in Auburn Ravine to protect and keep in good condition threaten steelhead species, fall-run chinook salmon species and other aquatic species and their habitat where the foreign water will be diverted as a result of the proposed project. This information was not disclosed in the draft EIR/EIS;

(h) Disclose and describe whether the mandatory daily streamflow requirements below all point of diversion in Auburn Ravine will protect and keep in good condition threaten steelhead, fall-run chinook salmon and other aquatic species and their habitat where the foreign water will be diverted as a result of the proposed project. This information was not disclosed in the draft EIR/EIS. In the event there are no mandatory daily flow requirements below all points of diversion in Auburn Ravine to protect and keep in good condition threaten steelhead species and their habitat, fall-run chinook salmon species and their habitat, and other aquatic species and their habitat,

B. No additional diversions from Auburn Ravine would occur as a result of the Proposed Project. Please also refer to Master Response 3.1.13, Auburn Ravine.

C. There are currently no legally mandated minimum streamflow requirements in Auburn Ravine. Because the project, as modified, will not adversely affect Auburn Ravine, will not alter existing diversions from Auburn Ravine, and will not increase the number of existing diversions from Auburn Ravine, the EIS/EIR need not provide the requested information in order to fully account for the impacts of the proposed action. Please also refer to Master Response 3.1.13, Auburn Ravine.

L-264, pg. 4

instreamflow studies must be conducted below each point of diversion to determine said mandatory daily flow conditions before the project is approved and implemented;

C (i) Disclose and describe whether all points of diversions in Auburn Ravine are screened to prevent the entrainment and loss of threaten steelhead and chinook salmon juvenile fish and other aquatic species where the foreign water will be diverted as a result of the proposed project. This information was not disclosed in the draft EIR/EIS. Fish screen studies must be conducted at all points of diversions in Auburn Ravine to determine whether fish screens should be installed and maintained to prevent the entrainment of threatened steelhead species, fall-run chinook salmon species, and other aquatic species as a result of diverting foreign water from all diversions in Auburn Ravine as a result of the proposed project;

B (j) The draft EIR/EIS failed to disclose and describe valid water rights at all points of diversion in Auburn Ravine where foreign water will be diverted as a result of the proposed project. The draft EIR/EIS did not disclose and describe the number of riparian diverters in Auburn Ravine that will divert and use foreign water as a result of the proposed project. Riparian diverters cannot legally divert and use foreign water from a different watershed based on claim of riparian rights. Disclose and describe the number of riparian diverters who will attempt to divert and use foreign water in Auburn Ravine as a result of the proposed project. Disclose and describe the manner in which the USBR and PCWA will prevent riparian diverters from diverting and using foreign water.

(k) The draft EIR/EIS did not disclose and describe whether the USBR and PCWA have filed a petition with the State Water Resources Control Board to amend their water rights to divert foreign water into Auburn Ravine. This writer believes that the USBR and PCWA should file a petition with the State Water Resources Control Board to amend their water rights to divert foreign water into Auburn Ravine.

D (l) The draft EIR/EIS did not disclose and describe whether there are full time daily gauging devices below each point of diversion in Auburn Ravine where foreign water will be diverted and used as a result of the proposed project. Full-time gauging devices are very important for

D. Please refer to Master Response 3.1.13, Auburn Ravine.

L-264, pg. 5

compliance purposes so that diverters only divert the amount of water that they have rights to, and also to monitor daily streamflow conditions (and also mandatory daily flow requirements) to protect steelhead species and their habitat; fall-run chinook salmon and their habitat; and other aquatic species and their habitat. The draft EIR/EIS must be amended to include full-time gauging devices below all points of diversion in Auburn Ravine to insure that diverters only divert the amounts of water they are entitled to, and also to monitor daily flow conditions that protect steelhead species and their habitat; fall-run chinook salmon and their habitat; and other aquatic species and their habitat.

I am requesting that all of the information and data that was cited in the above comments are disclosed, described, and evaluated by Surface Water Resources, Inc in the CEQA and NEPA document.

D

Protection Measures - Monitoring

The draft EIR/EIS did not disclose and describe the mitigation measures that will protect and keep in good condition threatened steelhead species and their habitat (all life stages), chinook salmon species and their habitat (all life stages) and other aquatic species and their habitat (all life stages) as a result of diverting foreign water into Auburn Ravine as a result of the proposed project. Amend the draft EIR/EIS to include protection measures for: threatened steelhead species and their habitat; fall-run chinook salmon species and their habitat; other aquatic species and their habitat.

The draft EIR/EIS did not disclose and describe the monitoring measures that will monitor the protection of threatened steelhead species and their habitat (all life stages), chinook salmon species and their habitat (all life stages) and other aquatic species and their habitat (all life stages) as a result of diverting foreign water into Auburn Ravine as a result of the proposed project. Amend the draft EIR/EIS to include monitoring measures for: threatened steelhead species and their habitat; fall-run chinook salmon species and their habitat; other aquatic species and their habitat.

The draft EIR/EIS is deficient without protection and monitoring measures that will protect and keep in good condition threatened steelhead species and their habitat (all life stages), chinook salmon species and their habitat (all life stages) and other aquatic species and their habitat (all life stages) as a

L-264, pg. 6

result of diverting foreign water into Auburn Ravine as a result of the proposed project.

Middle Fork Project

E

The Middle Fork Project is licensed with the Federal Energy Regulatory Commission. The Middle Fork Project is part of the whole project. The draft EIR/EIS did not disclose and describe the operational changes at the Middle Fork Project dams, reservoirs, and diversions. The draft EIR/EIS must be amended to include all operational changes at all dams, diversions, and diversion within the Middle Fork Project area. Also, the draft EIR/EIS must include the mandatory daily streamflow requirements to protect wild trout and other aquatic resources below all dams and diversions at the Middle Fork Project as a result of the proposed project.

Consultation with at least one federal agency indicates that the mandatory daily streamflow requirements at the Middle Fork Project dams and diversions are very poor. Consequently the draft EIR/EIS should disclose and describe the conditions of the fishery and other aquatic species resulting from the proposed project based on the results of studies.

The draft EIR/EIR must also disclose whether changes at the Middle Fork Project for the proposed project must be approved by the Federal Energy Regulatory Commission, by amendment to license.

Supplemental Draft EIR/EIS

F

The draft EIR/EIS failed to provide full disclosure to the public as shown and stated above in my comments. The USBR and PCWA must prepare a new supplemental EIR/EIR that provides full public disclosure to the public regarding the direct, indirect, and cumulative effects to the human environment of Auburn Ravine as a result of the proposed project.

Please note my mailing address. Please forward copies of the final EIR/EIS documents to me, including the new supplemental EIR/EIS documents. Thank you for the opportunity to provide comments to you.

E. Please refer to Master Response 3.1.8, Ralston Afterbay.

F. All comment letter authors were added to the project mailing list and received notification of the availability of the Final EIS/EIR.

L-264, pg. 7

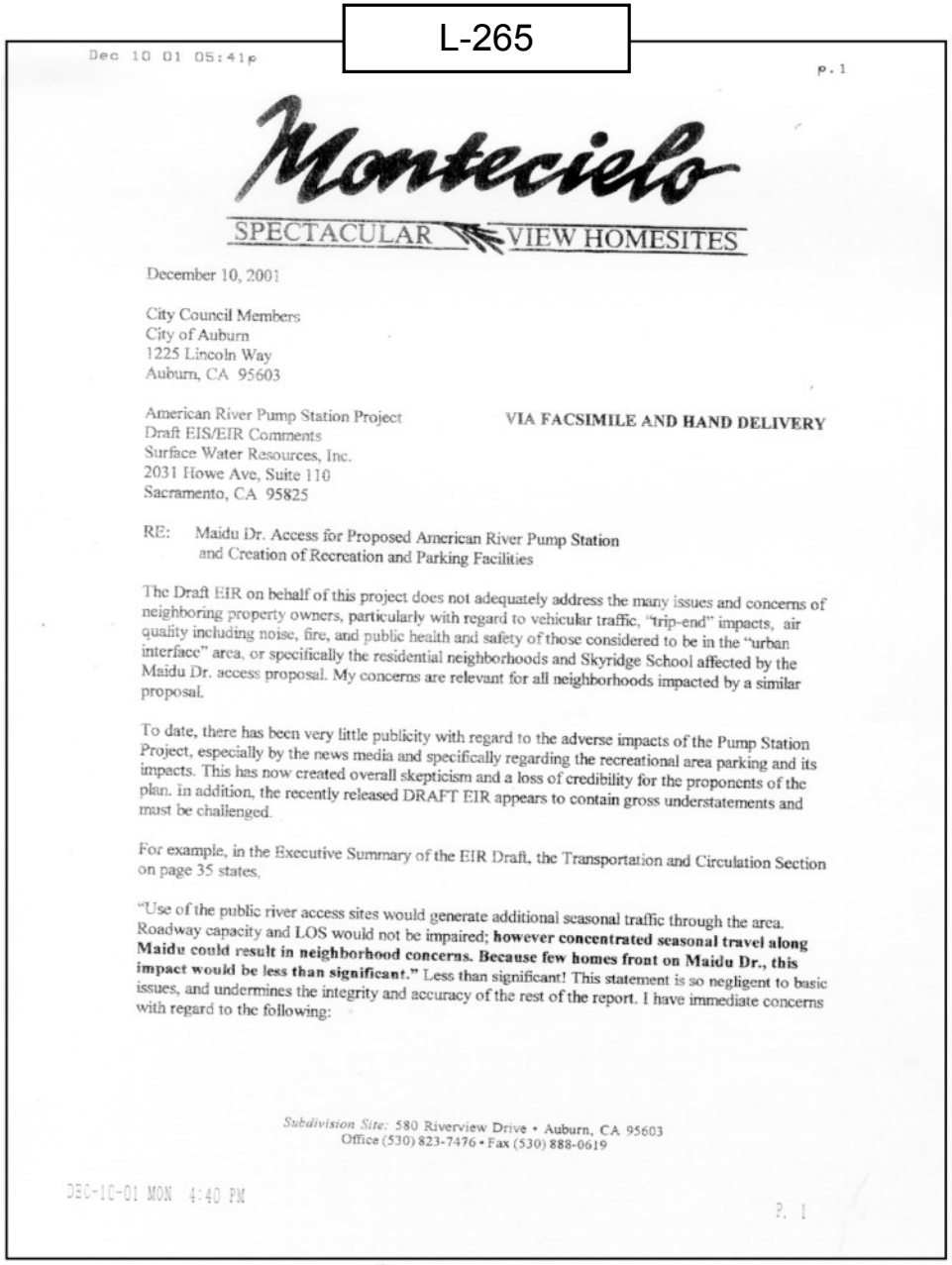
Respectfully Submitted

Signed by Bob Baiocchi

Bob Baiocchi, Consultant
P.O. Box 1790; Graeagle, CA 96103
Bus Tel: 530-836-1115
Fax: 530-836-2062
E-Mail: baiocchi@psln.com

cc: Interested Parties

L-265



Dec 10 01 05:41p p.1

Montecielo

SPECTACULAR VIEW HOMESITES

December 10, 2001

City Council Members
City of Auburn
1225 Lincoln Way
Auburn, CA 95603

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Ave, Suite 110
Sacramento, CA 95825

VIA FACSIMILE AND HAND DELIVERY

RE: Maidu Dr. Access for Proposed American River Pump Station
and Creation of Recreation and Parking Facilities

The Draft EIR on behalf of this project does not adequately address the many issues and concerns of neighboring property owners, particularly with regard to vehicular traffic, "trip-end" impacts, air quality including noise, fire, and public health and safety of those considered to be in the "urban interface" area, or specifically the residential neighborhoods and Skyridge School affected by the Maidu Dr. access proposal. My concerns are relevant for all neighborhoods impacted by a similar proposal.

To date, there has been very little publicity with regard to the adverse impacts of the Pump Station Project, especially by the news media and specifically regarding the recreational area parking and its impacts. This has now created overall skepticism and a loss of credibility for the proponents of the plan. In addition, the recently released DRAFT EIR appears to contain gross understatements and must be challenged.

For example, in the Executive Summary of the EIR Draft, the Transportation and Circulation Section on page 35 states,

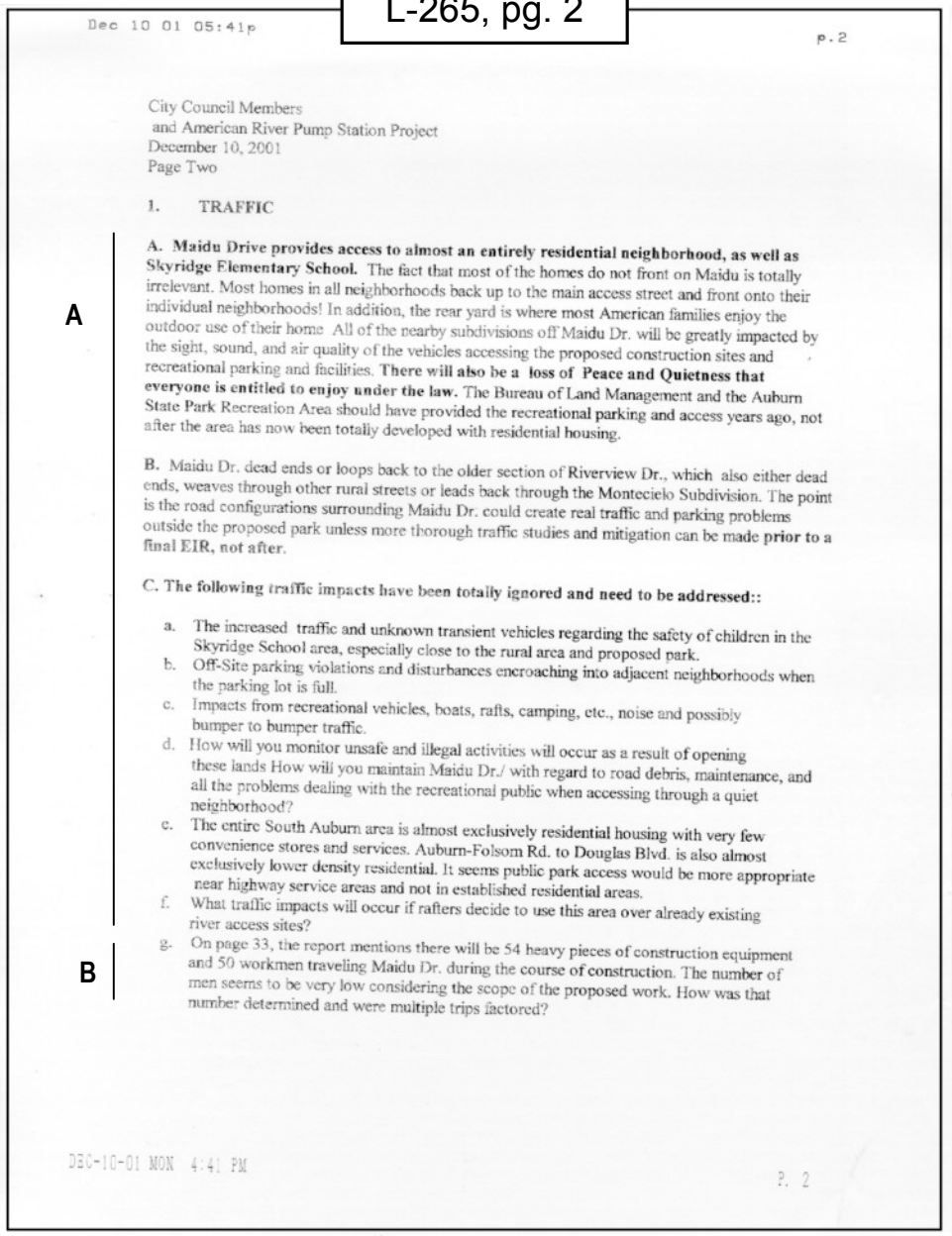
"Use of the public river access sites would generate additional seasonal traffic through the area. Roadway capacity and LOS would not be impaired; **however concentrated seasonal travel along Maidu could result in neighborhood concerns. Because few homes front on Maidu Dr., this impact would be less than significant."** Less than significant! This statement is so negligent to basic issues, and undermines the integrity and accuracy of the rest of the report. I have immediate concerns with regard to the following:

Subdivision Site: 580 Riverview Drive • Auburn, CA 95603
Office (530) 823-7476 • Fax (530) 888-0619

DEC-10-01 MON 4:40 PM P. 1

Specific comments addressed on following pages.

L-265, pg. 2



Dec 10 01 05:41p p.2

City Council Members
and American River Pump Station Project
December 10, 2001
Page Two

1. TRAFFIC

A

A. Maidu Drive provides access to almost an entirely residential neighborhood, as well as Skyridge Elementary School. The fact that most of the homes do not front on Maidu is totally irrelevant. Most homes in all neighborhoods back up to the main access street and front onto their individual neighborhoods! In addition, the rear yard is where most American families enjoy the outdoor use of their home All of the nearby subdivisions off Maidu Dr. will be greatly impacted by the sight, sound, and air quality of the vehicles accessing the proposed construction sites and recreational parking and facilities. **There will also be a loss of Peace and Quietness that everyone is entitled to enjoy under the law.** The Bureau of Land Management and the Auburn State Park Recreation Area should have provided the recreational parking and access years ago, not after the area has now been totally developed with residential housing.

B. Maidu Dr. dead ends or loops back to the older section of Riverview Dr., which also either dead ends, weaves through other rural streets or leads back through the Montecielo Subdivision. The point is the road configurations surrounding Maidu Dr. could create real traffic and parking problems outside the proposed park unless more thorough traffic studies and mitigation can be made **prior** to a final EIR, not after.

C. The following traffic impacts have been totally ignored and need to be addressed::

a. The increased traffic and unknown transient vehicles regarding the safety of children in the Skyridge School area, especially close to the rural area and proposed park.
b. Off-Site parking violations and disturbances encroaching into adjacent neighborhoods when the parking lot is full.
c. Impacts from recreational vehicles, boats, rafts, camping, etc., noise and possibly bumper to bumper traffic.
d. How will you monitor unsafe and illegal activities will occur as a result of opening these lands How will you maintain Maidu Dr./ with regard to road debris, maintenance, and all the problems dealing with the recreational public when accessing through a quiet neighborhood?
e. The entire South Auburn area is almost exclusively residential housing with very few convenience stores and services. Auburn-Folsom Rd. to Douglas Blvd. is also almost exclusively lower density residential. It seems public park access would be more appropriate near highway service areas and not in established residential areas.
f. What traffic impacts will occur if rafters decide to use this area over already existing river access sites?

B

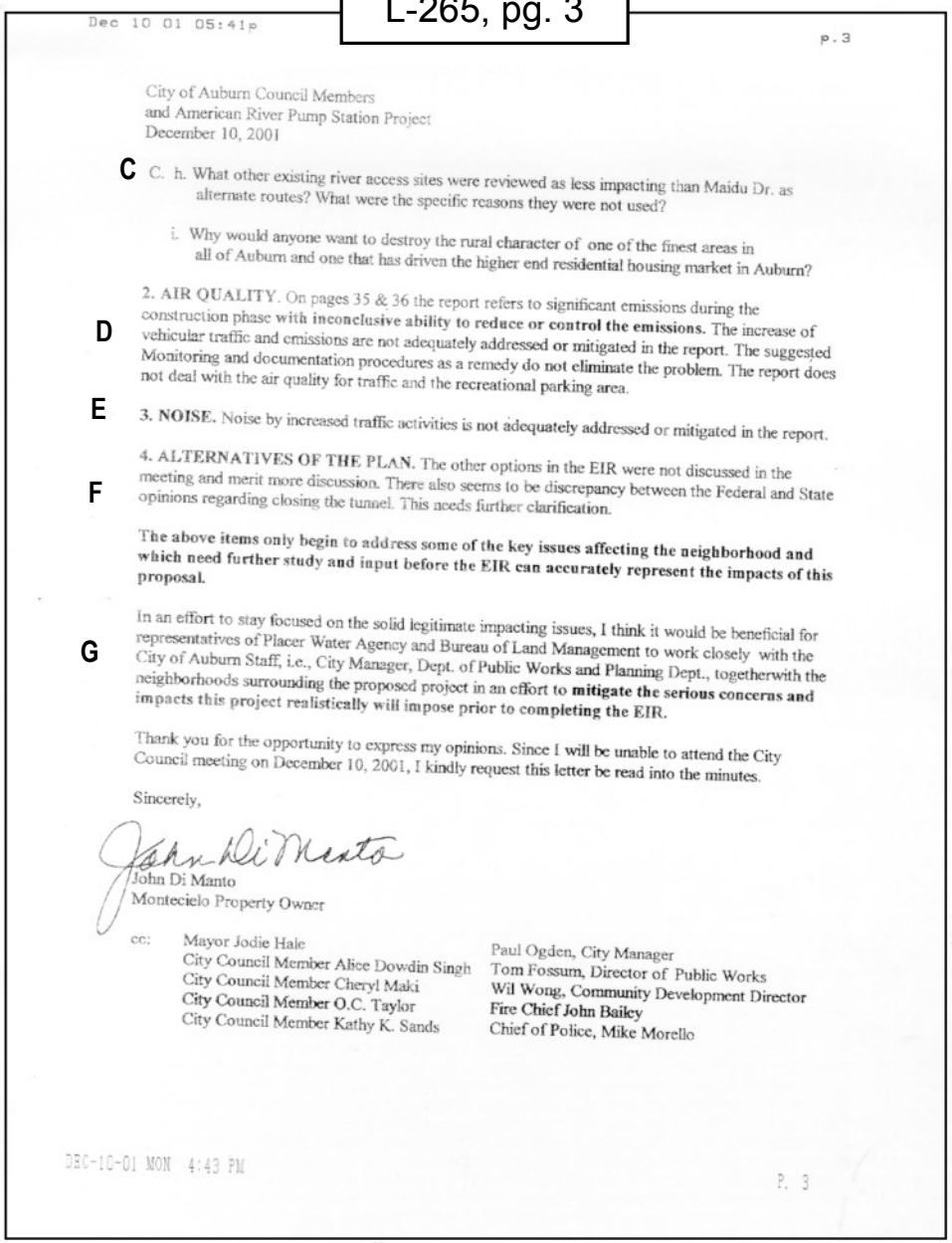
g. On page 33, the report mentions there will be 54 heavy pieces of construction equipment and 50 workmen traveling Maidu Dr. during the course of construction. The number of men seems to be very low considering the scope of the proposed work. How was that number determined and were multiple trips factored?

DEC-10-01 MON 4:41 PM P. 2

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Response L-95.I.

L-265, pg. 3



Dec 10 01 05:41p p.3

City of Auburn Council Members
and American River Pump Station Project
December 10, 2001

C. h. What other existing river access sites were reviewed as less impacting than Maidu Dr. as alternate routes? What were the specific reasons they were not used?

i. Why would anyone want to destroy the rural character of one of the finest areas in all of Auburn and one that has driven the higher end residential housing market in Auburn?

2. AIR QUALITY. On pages 35 & 36 the report refers to significant emissions during the construction phase with **inconclusive ability to reduce or control the emissions.** The increase of vehicular traffic and emissions are not adequately addressed or mitigated in the report. The suggested Monitoring and documentation procedures as a remedy do not eliminate the problem. The report does not deal with the air quality for traffic and the recreational parking area.

3. NOISE. Noise by increased traffic activities is not adequately addressed or mitigated in the report.

4. ALTERNATIVES OF THE PLAN. The other options in the EIR were not discussed in the meeting and merit more discussion. There also seems to be discrepancy between the Federal and State opinions regarding closing the tunnel. This needs further clarification.

The above items only begin to address some of the key issues affecting the neighborhood and which need further study and input before the EIR can accurately represent the impacts of this proposal.

In an effort to stay focused on the solid legitimate impacting issues, I think it would be beneficial for representatives of Placer Water Agency and Bureau of Land Management to work closely with the City of Auburn Staff, i.e., City Manager, Dept. of Public Works and Planning Dept., togetherwith the neighborhoods surrounding the proposed project in an effort to **mitigate the serious concerns and impacts this project realistically will impose prior to completing the EIR.**

Thank you for the opportunity to express my opinions. Since I will be unable to attend the City Council meeting on December 10, 2001, I kindly request this letter be read into the minutes.

Sincerely,

John Di Manto
Montecielo Property Owner

cc: Mayor Jodie Hale
City Council Member Alice Dowdin Singh
City Council Member Cheryl Maki
City Council Member O.C. Taylor
City Council Member Kathy K. Sands
Paul Ogden, City Manager
Tom Fossum, Director of Public Works
Wil Wong, Community Development Director
Fire Chief John Bailey
Chief of Police, Mike Morello

DEC-10-01 MON 4:43 PM P. 3

C. Please refer to Master Response 3.1.10, Project Access.

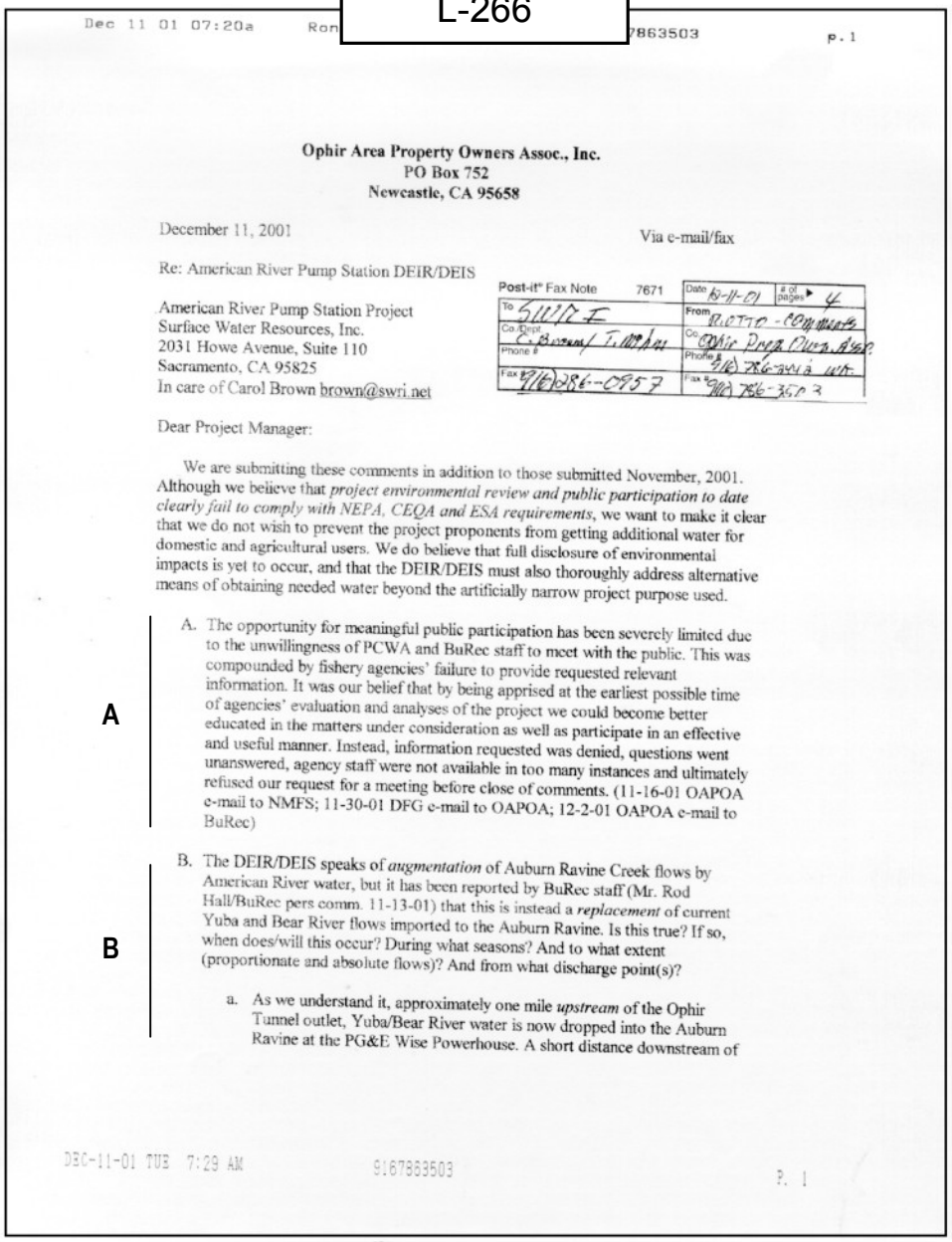
D. The air quality evaluation was prepared following Placer County and El Dorado County air pollution control district guidelines and requirements. Please also refer to Response L-3.C.

E. Please refer to Master Response 3.1.6, Public River Access Features.

F. Public stakeholder meetings held since release of the Draft EIS/EIR have intentionally focused on the Proposed Project. The alternatives are fully evaluated in the Draft EIS/EIR.

G. The lead agencies and CDPR representatives have held several additional meetings and further consultations with local agencies, stakeholders and residents to further define project-related issues and clarify operational impacts and mitigation measures. Please refer to Master Response 3.1.6, Public River Access Features.

L-266



Dec 11 01 07:20a Ron 7863503 p.1

Ophir Area Property Owners Assoc., Inc.
PO Box 752
Newcastle, CA 95658

December 11, 2001 Via e-mail/fax

Re: American River Pump Station DEIR/DEIS

Post-it® Fax Note 7671 Date 12-11-01 # of pages 4
To Suzie E From Rietta - Comments
Co./Dept. C. Brown/ T. Wash Co. Ophir Prop. Owners Assoc.
Phone # Phone # 916 726-3441 x 14
Fax # 916 986-0957 Fax # 916 726-3503

American River Pump Station Project
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825
In care of Carol Brown brown@swri.net

Dear Project Manager:

We are submitting these comments in addition to those submitted November, 2001. Although we believe that *project environmental review and public participation to date clearly fail to comply with NEPA, CEQA and ESA requirements*, we want to make it clear that we do not wish to prevent the project proponents from getting additional water for domestic and agricultural users. We do believe that full disclosure of environmental impacts is yet to occur, and that the DEIR/DEIS must also thoroughly address alternative means of obtaining needed water beyond the artificially narrow project purpose used.

A. The opportunity for meaningful public participation has been severely limited due to the unwillingness of PCWA and BuRec staff to meet with the public. This was compounded by fishery agencies' failure to provide requested relevant information. It was our belief that by being apprised at the earliest possible time of agencies' evaluation and analyses of the project we could become better educated in the matters under consideration as well as participate in an effective and useful manner. Instead, information requested was denied, questions went unanswered, agency staff were not available in too many instances and ultimately refused our request for a meeting before close of comments. (11-16-01 OAPOA e-mail to NMFS; 11-30-01 DFG e-mail to OAPOA; 12-2-01 OAPOA e-mail to BuRec)

B. The DEIR/DEIS speaks of *augmentation* of Auburn Ravine Creek flows by American River water, but it has been reported by BuRec staff (Mr. Rod Hall/BuRec pers comm. 11-13-01) that this is instead a *replacement* of current Yuba and Bear River flows imported to the Auburn Ravine. Is this true? If so, when does/will this occur? During what seasons? And to what extent (proportionate and absolute flows)? And from what discharge point(s)?

   a. As we understand it, approximately one mile *upstream* of the Ophir Tunnel outlet, Yuba/Bear River water is now dropped into the Auburn Ravine at the PG&E Wise Powerhouse. A short distance downstream of

DEC-11-01 TUE 7:29 AM 9167863503 P. 1

A. Please refer to Response L-95.A.

B. Please refer to Master Response 3.1.13, Auburn Ravine. Additionally, it is noted that NEPA and CEQA procedures do not require the lead agencies to conduct field investigations for the evaluation of environmental impacts of a proposed project or action. However, PCWA voluntarily opted to develop a flow and water temperature monitoring program for Auburn Ravine. The details of these monitoring programs can be found in the Mitigation Plan (Appendix D of the Final EIS/EIR).

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PG&E's facility, City of Auburn Wastewater effluent is also discharged into the stream.

b. If American River water discharged from the downstream Ophir Tunnel outlet is to replace upstream Yuba/Bear River water, what are the impacts to the stream and aquatic community *between* the two discharge points? As the Auburn Wastewater effluent discharge is close to the upstream PG&E outfall, how will this impact the effluent dominated stream in this area, especially during times of minimal flow and dilution (e.g. fall, spring, and, occasionally, winter low flow periods)? How will this new discharge point impact Critical Habitat for protected steelhead above and below this point in the Auburn Ravine? What are passage impacts? What responsibilities under the ESA regarding steelhead occur if this is the case? What responsibilities occur due to a change of use or from a change of discharge point of water? What specific input (by whom and when?) has been provided by NMFS, DFG, and Regional Board staff in evaluating related potential impacts? This is far from the first time our community and agency staff have discussed this matter.

B

C. The DEIR discussion of fishery issues, upon rereading, is even more confusing, convoluted, incomplete, and difficult to accept. For example, Environmental Consequences/Impacts Analysis discusses consideration to be given to potential operation and maintenance impacts related to adult salmonid emigration (migration?) patterns resulting from changes in Auburn Ravine flows (DEIR 3-56). A literature review regarding chemical detection limits and olfactory response mechanisms of salmonids was conducted, and Auburn Ravine water composition and hatchery influences were evaluated. Later on (DEIR 3-81, 3-82), a discussion of effects on native salmonids in Auburn Ravine due to changes in water source composition occurs which is not consistent with this lay commenter's understanding of current scientific literature and consensus.

a. For example, NMFS Tech Memo-22: Status Review for Mid-Columbia River Summer Chinook Salmon (see references), discusses homing behavior of salmonids, with *olfactory cues providing the primary mechanism* for river, tributary, and possibly even riffle selection. It is further noted that it has been reported that ***homing appeared to be somewhat under genetic control***. Why does the DEIR obfuscate this matter? The assumptions, assertions, analyses, and conclusions of the DEIR/DEIS need to be substantially revised, expanded and supported with more representative references and pertinent data. This is particularly clear in the fisheries discussions.

D. Several years ago, related preliminary preparation and discussions began. Lead agency staff were made aware of concerns regarding possible Auburn Ravine aquatic community and anadromous impacts early on. (e.g. the change of

L-266, pg. 3

B (cont)

discharge point, the change of source water composition, possible homing and passage impacts, the change of flow quantity/quality/timing/duration)
The DEIR notes that: *Currently, there is little detailed information regarding (protected) steelhead specific to Auburn Ravine.* (3-55) Invaluable information could have been obtained through timely investigations of anadromous populations and behavior.

a. Why was it decided by the lead agency(-ies) to forego appropriate field studies in the Auburn Ravine—particularly when time was available to do so? Such studies could have provided solid, reliable and specific baseline data upon which to base ultimate project decisions by agency staff, the public, and decision makers. Such studies could have also been invaluable in subsequent monitoring activities.

b. If the goal of responsible conservation and recovery efforts (and of the ESA) is to restore native stocks, Why were no such Auburn Ravine (and elsewhere) studies performed, commissioned or reported by the lead agencies?

c. Is it now reasonable or prudent to proceed in the face of deliberate ignorance?

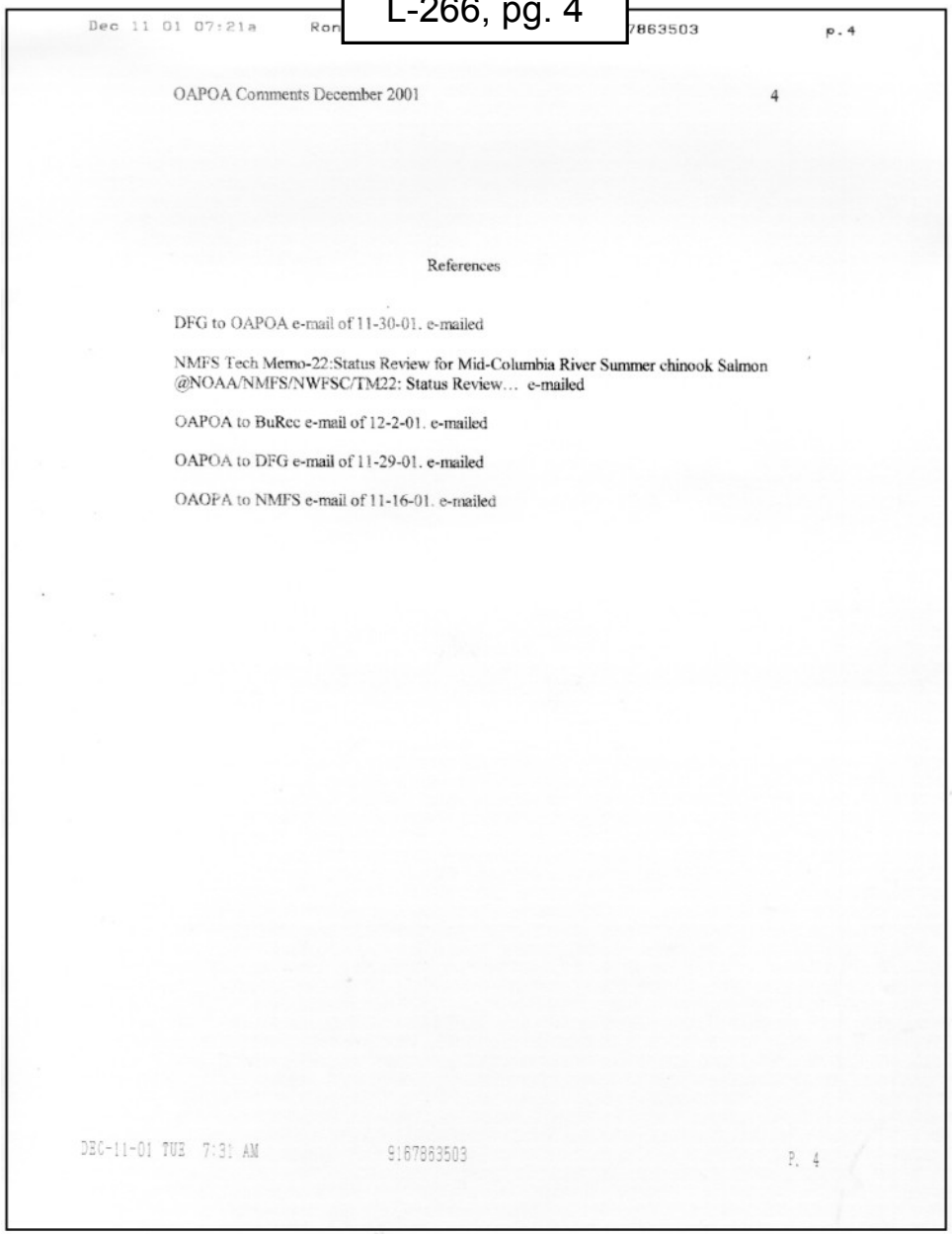
We hope to work more closely with agency staff and strongly recommend that a second DEIR/DEIS be prepared. Thank you for the opportunity to comment.

Sincerely,

Ronald Otto

Ronald Otto for the Auburn Ravine Creek Preservation Committee, Ophir Area Property Owners Association

L-266, pg. 4



Dec 11 01 07:21a Ron 7863503 p.4

OAPOA Comments December 2001 4

References

DFG to OAPOA e-mail of 11-30-01. e-mailed

NMFS Tech Memo-22:Status Review for Mid-Columbia River Summer chinook Salmon @NOAA/NMFS/NWFSC/TM22: Status Review… e-mailed

OAPOA to BuRec e-mail of 12-2-01. e-mailed

OAPOA to DFG e-mail of 11-29-01. e-mailed

OAOPA to NMFS e-mail of 11-16-01. e-mailed

DEC-11-01 TUE 7:31 AM 9167863503 P. 4

Note: The references attached to this comment letter may be viewed at lead agency offices.

L-267

Sent By: PLACER DA; 01 9:18AM; Page 1

268

AMERICAN RIVER PUMP STATION PROJECT
DRAFT EIR/EIS COMMENTS

Name:	Clark Gehlbach
Address:	11040 Tanglewood Dr.
City/State/Zip:	Auburn, CA 95603
Business and/or Home Phone/Fax:	(h) (530) 889-1019
	(w) (530) 889-7069
Organization:	Placer County District Attorney's Office

To Whom It May Concern:

A I wish to add my voice to those concerned about the American River Restoration Project & Planned Recreation Parking Facility. I am fully in support of the stated objectives relating to the closing of the tunnel and the siting of the pump station. However, I must take issue with the third stated objective of this project, the recreational area and the parking area, as well as the intended use of Maidu Road and Riverview Drive for entrance/egress.

B Let me begin by stating that I agree with the many critics of the proposed recreational area for numerous reasons. For starters, since this is supposed to be a "restoration project", why is an additional recreation area being created that did not exist previously. The canyon in my area is currently very quiet and peaceful. It will not be so if the recreation area is created. This noise pollution is not something that I bargained for when purchasing my property. I would also add my concerns to those of others regarding the fire danger posed by the creation of the

C recreation area. We recently had a fire that threatened our neighborhood and required multiple air tankers and scores of firemen to suppress. I don't look forward to even more risk to my family and my home from careless campers and cigarette smokers at the new recreation area. I would also add my voice to that of others who are concerned about pollution of the river, pollution of Maidu and Riverview, and noise pollution from the traffic as well as that coming from revelers and boomboxes at the river.

D All of these concerns, I'm sure, have been also raised by others. I share their concerns, and I will let them lend their voice to their favorite concern. However, I have an even greater concern. My concern is for the safety of myself, my family, and my neighbors. In my job as a criminal prosecutor, I have handled many cases regarding offenses committed at existing recreation areas, such as those at Folsom Lake, Lake Clementine, and the American River. These cases range from drunk in public, assaults and batteries, lewd conduct, possession of alcohol by minors, auto burglaries – some of which lead to residential burglaries, petty thefts, possession of illegal narcotics, possession for sale of illegal narcotics, driving on a suspended license, auto theft, and more. One of the most dangerous crimes to the community which is expected from a recreational area near a river is driving under the influence of alcohol or drugs. A recreational area will be created within a short driving distance of Placer High School. An easy point of access with little supervision where teenagers can congregate during or after school. An invitation for underage drinking followed by driving. And the invitation is not only for underage kids. During the spring/summer months, this access route will be used by hundreds of people every day, going to the lake, and possibly drinking. Then they have to drive home. Right through my neighborhood. Where kids walk home from school. Where I go on evening walks with my family. Where I go jogging.

A recreation area with an access route via Maidu Drive and Riverview Drive is a recipe for disaster. I know the types of people that hang out at the river. I prosecute them. It is not a matter of IF, but WHEN one of my neighbors or myself, or one of our kids, will get hit by a car being driving to or from the river. You have young inattentive drivers with carloads of their friends driving to the river. You have drug addicts with suspended licenses driving to the river. You have petty and serious criminals heading to the river with not a care in the world about traffic laws. They will pass on the shoulder, they will pass into oncoming traffic, they will run stop signs for the thrill. This is a tragedy waiting to happen. Somebody WILL die or be crippled. I've heard that the reason for not

E planning the access route through Pacific Avenue was that it would cost more, and due to the traffic impact on the FUTURE camping facility near that area. Is this a joke? The safety of myself and my neighbors and our kids, all permanent residents who pay property taxes and who VOTE, is being put in jeopardy, on purpose, so that potential campers, at a site that might be constructed in the future, might not be inconvenienced? Unbelievable! Also, I can GUARANTEE you that the first lawsuit stemming from a traffic death on Maidu or Riverview will cost much, much more than planning the access through Pacific Avenue now. And there will be more than one lawsuit, because there will be more than one tragedy, because this plan is simply a recipe for disaster.

DEC-11-01 TUE 9:21 AM 530 889 6873 P. 1

A. Project support for tunnel closure and pump station noted.

B. Please refer to Master Response 3.1.13, Auburn Ravine.

C. Please refer to Master Response 3.1.9, Fire Management. CDPR would not permit open fires at the public river access sites in the project area. Additionally, camping and after hours access will not be permitted within the project area.

D. Please refer to Master Response 3.1.6, Public River Access Features.

E. Please refer to Master Response 3.1.10, Project Access and Master Response 3.1.6, Public River Access Features.

L-267, pg. 2

E

Most of the people in that area are concerned about their kids crossing Maidu at Berlin St. due to the number of people CURRENTLY driving through the red light. I live on Tanglewood Drive. My kids will have to walk a few hundred yards up Maidu before crossing the street to get to school. The same for coming home from school. The danger to them will be magnified.

This does not even touch on the increased safety concerns to our houses, cars, and physical safety due to the increase in the type of traffic contemplated here. If you read any of the studies on crime, you will find that up to 90% of crimes are crimes of opportunity. They are not well planned out crimes. And they occur within a block or two of where a criminal usually frequents. I do not want increased traffic driving through my neighborhood, where criminals can spot nice cars and nice things that they would like to have. Because, as is their nature, they might decide that they would really like those things RIGHT NOW. Bringing additional traffic through these neighborhoods WILL bring additional crime. Both property crimes and crimes of violence. And all to save a few bucks in the short term.

At the Auburn City Council meeting on December 10, 2001, Mr. Jim Michaels from the Department of Parks and Recreation spoke to the Council. He stated that the dam site was approximately four miles down river from the confluence, and five and a half miles from Folsom Lake. He said that the Dept. was concerned that during high water times the lake backs up to the diversion tunnel exit, and that leaves five miles of flat water for rafters to negotiate. The access and recreation area was designed so that rafters and others won't be "trapped" in the canyon. A multi-million dollar project, with 70 proposed parking spaces to accommodate up to 210 vehicles a day was designed to "save" a potential rafter "trapped" by his/her own refusal to paddle to the end of the run? This is the best you could come up with? First, as Councilwoman Maki stated, that rafter would only make that mistake once. Second, this is the most preposterous example of a solution in search of a problem I've ever heard. The Department of Parks and Recreation is planning on putting my family and the families of my neighbors at serious risk for no viable reason.

I recommend that the Auburn City Council oppose the creation of a recreational area at the pump station site. I would also urge the Council that if the project is to be approved over it's objection, that the access to this area be via Pacific Avenue, an area that has no residential impact, and only a POTENTIAL impact on a FUTURE plan for a camping facility, where TEMPORARY visitors might one day visit.

I would also recommend that the Placer County Water Agency oppose the creation of a recreation area at the proposed pump site. PCWA has broad support for returning the river to its original course and the siting of a permanent pump station. That is where the support stops. Including this recreation area in the same proposal as the restoration of the river puts the whole project in jeopardy. In addition, PCWA should not want itself in any way associated with the other aspects of this plan due to the inevitable lawsuits on behalf of crime/accident victims and their surviving family members.

I would urge the California Department of Parks and Recreation to do a serious cost/benefit analysis of not only the project itself but also the access route. The project itself has no real defensible purpose. The "trapped" rafter scenario is poppycock. The planned 70 parking spaces itself shows this "purpose" to be a lie. You will bring pollution, noise, fire danger, and crime to an area that currently does not experience these. In addition, the selection of Maidu Road and Riverview Drive as entrance points is sheer folly. The safety and security of real people, and lots of them, would be sacrificed to save a few bucks in the short term. It will cost the state far more in dollars in the long run, and it will cost the neighborhood far more in anguish and a lost sense of security from the resulting drunk driving accidents and other crime. Don't build it. Don't put the hundreds of families that live off of Maidu and Riverview at serious risk.

Regards,

Clark E. Gehlbach

Clark E. Gehlbach
Deputy District Attorney – Placer County
11040 Tanglewood Drive
Auburn, CA 95603
(w) (530) 889-7069
(h) (530) 889-1019

L-268

JBeuttler@aol.com, 06:15 PM 12/11/01, Comments on the Draft EIS/EIR

From: JBeuttler@aol.com
Date: Tue, 11 Dec 2001 18:15:59 EST
Subject: Comments on the Draft EIS/EIR - American River Pump Station Project
To: brown@swri.net
CC: ccate@dnai.com, izmirian@earthlink.net, DeltaKeep@aol.com,
crenshaw@pa.mother.com, liWINOS@aol.com, jerrymen@innercite.com,
RFRaab@aol.com, gary_mag@yahoo.com, ophir1@quiknet.com,
lweek@dfg.ca.gov, kavberg@dfg.ca.gov
X-Mailer: AOL 6.0 for Windows US sub 10539

CALIFORNIA SPORTFISHING PROTECTION ALLIANCE
"RESTORING & CONSERVING CALIFORNIA'S FISHERY RESOURCES"
1360 NEILSON STREET / BERKELEY / CA 94702-1116 / 510-526-4049

December 11, 2001

Surface Water Resources, Inc.
Attn.: Carol Brown
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

Document Sent By Emailed to: brown@swri.net on 12/11/01

Re: Our Comments on the Draft EIS/EIR for the American River Pump Station Project

The California Sportfishing Protection Alliance, representing thousands of anglers and citizens across the state, would like to make the following comments regarding the draft EIR/EIS for the American River Pump Station Project proposed by the U.S. Bureau of Reclamation and the Placer County Water Agency.

A By this communication we would like to go on record to request your agencies prepare a revised draft DEIS/DEIR in order to correct the significant deficiencies of the current document. These deficiencies have been thoughtfully addressed by the comments made by Mr. Randy Bailey of Bailey Environmental, the Northern California Council of the Federation of Fly Fishers, and the Ophir Area Property Owners Association, Inc.

In addition, before preparing such revised documents, we recommend that your agencies make arrangements for and earnestly participate in a meeting with those parties that commented on the DEIS/DEIR in order to completely understand and to appropriately address the deficiencies noted in the comments from these parties.

Please also be advised that we are incorporating the comments of the parties specified above by reference as our comments to ensure our standing in this process and the deficiencies referenced in their comments are appropriately addressed.

Sincerely,

John Beuttler
For The CSPA Board of Directors

Printed for "Carol Brown, Surface Water Resources, Inc." <br... 1

A. Please refer to Master Response 3.1.13, Auburn Ravine. Please also refer to individual responses to the following comment letters: 112, 138, 212, 266, and 281.

L-269

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

November 26, 2001

Comment Reviewers:

The following aspects of the American River Pump Station Project as described in the Executive Summary are of concern:

A
- The "Diversion Gradient Controls" are essentially absent from the report begging questions pertinent to their design, control, operation, appearance, and effects on hydrology.
- How will backwater and operation of the Diversion Gradient Control affect the Salt Creek Spoil Area, particularly the stability of materials sloughing into the river?

B
- Improvements to access could increase risk of fire – what measures might be taken to mediate this risk?

C
- In Section 3.16 of the Summary of Impacts and Environmental Protection and Mitigation Measures (Noise Impacts, p.115) an ARD Campground is mentioned, yet it is ignored in the main body of the document. An explanation is requested.

The following is a suggestion:

D
- The Lower Parking Lot should be restricted to loading/unloading and handicap access only.

The following are questions not answered in the executive summary:

E
- Has a seismic assessment been completed for the project?

F
- Will power lines to the new pump station facilities be above or below ground?

G
- Will there be any lights associated with the new pump station facilities?

H
- Will there be any revegetation efforts made after completion of construction to any or all areas affected by project completion?

Thank you for your consideration and documentation of these comments.

Mehrey Vaghti
PO Box 553
Auburn, CA 95604

Thomas Toy
PO Box 553
Auburn, CA 95604

A. Please refer to Response L-5.X.

B. Please refer to Master Response 3.1.9, Fire Management.

C. The Auburn Recreation District (ARD) Dam Overlook Campground is referred to in several sections of the Draft EIS/EIR. In Section 2.3 it is identified with regard to noise associated with the location of stationary construction equipment. Section 3.3.1.2 provides a brief description of the facility design, designated uses and management. As mentioned in Section 3.16.1.1 of the Draft EIS/EIR, recreationists at the ARD Auburn Dam Overlook Campground have been identified as sensitive receptors to noise within the study area.

D. The lead agencies, in response to public comments on the Draft EIS/EIR project design, have reduced the total number of parking spaces associated with the public river access features. The riverside parking lot would have only 3 handicap-designated spaces and a turnaround area for loading/unloading only. Please refer to Master Response 3.1.6, Public River Access Features.

E. The Draft EIS/EIR indicates that the Proposed Project facilities would be designed according to current building code requirements, including seismic specifications (Table 2-7, Section 3.13, page 2-113 and Section 3.13.2.3, page 3-385). No additional assessments are required.

F. Power supply is discussed in Section 2.2.2.1 of the Draft EIS/EIR and Figure 2-5 illustrates both the existing and proposed power line placement for the Proposed Project. The power lines would be placed above ground to utilize existing facilities.

G. One motion sensor light would be placed on the west side door entrance of the pump station. The main lighting for the pump station pad (north side) would be turned on/off via a manual switch. Normal operations would not require any night-time lighting; however, as needed, there may be occasions where PCWA personnel perform night-time maintenance or repair.

H. The Proposed Project includes revegetation of vegetated areas disturbed by construction. Please also refer to Master Response 3.1.5, Project Area River Restoration.

L-270

December 10, 2001

Louwrens K. van der Linden
1810 Vista Del Lago
Auburn, CA 95603

Re: PCWA American River Pump Station Project.

To whom it may concerns,

We are concerned about various impacts on our neighborhoods :

A * Increase in traffic on Maidu
B * Increased fire hazards
A * Safety, security and the Increase in crime
* Parking lots in canyon, public toilets and boating facilities.
C * Wild life habitat

We hope that you will take all our concerns in consideration.

Sincerely,

Louwrens K. van der Linden

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.9, Fire Management.

C. Please refer to Master Response 3.1.12, Project Area Wildlife

L-271

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Dorothy M. Shears
ADDRESS:	11071 Tanglewood Drive
CITY/STATE/ZIP:	Auburn, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	(530)889-8858 FAX: (530) 887-1750
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A

> Increased traffic involving school children and neighborhood walkers and increased traffic noise.

Safety and Security from undesireables that the recreation and parking facilities will likely draw from outside of Auburn. Maidu residents have experienced peaceful living for several years. Opening the proposed section of the river to recreational use could and probably will open the door to an increase of people problems.

> Increased litter on Maidu Drive has been on the increase since the expansion of the PCWA facilities on Maidu Drive What agency will clean up these roadways.

> Is deference being giving to campers over the residents who have lived here for many years and have a real investment in property?

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

☐ ***Please check here if you would like to be on the project mailing list.***

A. Please refer to Master Response 3.1.6, Public River Access Features.

L-272

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	David H. Shears
ADDRESS:	11071 Tanglewood Drive
CITY/STATE/ZIP:	Auburn; CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	(530)889-8858 FAX (530) 887-1750
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

A ▸ Safety & Security from undesirables that the recreation and parking facilities will likely draw from outside of Auburn. Opening the proposed section of the river to recreational use could and probably will open the door to an increase of people problems.

▸ Increased litter on Maidu Drive has been noticed since the expansion of the PCWA facilities on Maidu Drive. Adding recreational parking facilities which means more traffic, will more than likely increase litter. Who will pick up the litter on Maidu Drive?

B ▸ Increased fire danger in the canyon as a result of increased human and vehicle activity in this area.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO:
DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

☐ ***Please check here if you would like to be on the project mailing list.***

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.9, Fire Management.

L-273

FROM : AORO†HY MICHELIS

Dec. 12 2001 09:05AM P1

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Ave, Suite 110
Sacramento, CA 95825
Fax: (916) 286-0957

In regards to the proposed American River Pump Station Project, I would like to be included with my neighbors in voicing our concern.

I know most of us chose this area in Skyridge because it is quiet, has little traffic--only home owners end delivery trucks, all who carefully observe our 25 mi. per hour limit.

I call this place a "walkers paradise". We don't have sidewalks but are never in danger. Also it is a dog-walkers paradise.

My street -- Riverview Drive -- a long one, opens into Maidu Drive, providing us access to I-80 via Auburn-Folsom Rd. and Indian Hill.

A If Maidu Drive becomes a recreational area for the general public and a part of the State Park System it will bring in many people from outside of Auburn, perhaps including undesirable types, thus changing the whole atmosphere of our peaceful neighborhood, which includes many older folks--long time residents-- and some young families with small children.

The proposed changes would be directly behind and on both sides of Skyridge residences -- too close. It would be a disaster.

Please reconsider.

Sincerely,
Dottie Michelis
Dottie Michelis
(a 38 year resident of
Riverview Drive.)

Tel. # (530)885-7487

A. Please refer to Master Response 3.1.6, Public River Access Features.

L-274

December 9, 2001

Auburn City Council
1225 Lincoln Way
Auburn, CA 95603

American River Pump Station Project
Draft EIS/EIR Comments
2031 Howe Avenue - Suite 110
Sacramento, CA 95825

A

We, as residents near the proposed American River Project and planned Recreation Parking Facility, are seriously concerned with the adverse effects that this will have on the immediate neighborhoods and streets.

These areas are already impacted with heavy traffic. As an example, Riverview and Skyridge Drives are the main thoroughfares for the traffic patterns here and traffic was greatly increased by the addition to the area of the Placer County Water Agency facility and the Skyridge Elementary School. Most recently, the Auburn Recreation District was moved their operation to bureau buildings located on Mailu Drive adjacent to Riverview. The privately owned land across from these facilities (that extends southerly to the end of Riverview) is prime future development property. For sometime, the Auburn Police Department has been monitoring Riverview and Skyridge Drives with speed control units to slow traffic in this congested area.

A logical solution to this problem has been presented - by using

A. Please refer to Master Response 3.1.6, Public River Access Features.

L-274, pg. 2

A Pacific Avenue as an access point to the closed, unused bureau road. This would tend to divert traffic away from heavily traveled streets and neighborhoods, and confine any additional traffic to recreational areas in closer proximity to the existing Railhead Park, Skate Park and Canyon Overlook area.

The proposed American River Pump Station appears to be necessary. However, many question the adding of recreation and parking facilities in the canyon area, and we have expressed our opinion on the traffic

B situation. Not fully answered in the overall project, however, is the timing of an adequate fire plan - the safety / security / cleanup provisions involved, and who will be responsible for this.

As lifetime residents of the Auburn Area, we do not oppose controlled growth, but we definitely oppose impacting existing residential areas where there are obvious, viable alternatives.

It is important for the Auburn City Council and the American River Pump Station Project to consider all concerns involved before final decisions are made.

Sincerely,

Tony A. Lemos

Tony A. Lemos

Karlon D. Lemos

Karlon D. Lemos

141 Skyridge Drive - Auburn, CA 95603

B. Please refer to Master Response 3.1.9, Fire Management.

L-275

December 11, 2001

William F. Michel
100 Gold Street
Auburn, CA 95603
916-929-2620

American River Pump Station Project
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

Re: Draft EIS/EIR Comments

Attn: Rod Hall

Thank you for extending the comment period to December 13, 2001. You have rescued me from my finely tuned sense of procrastination.

My comments below are in outline form below.

I. Design -- whitewater rapid – John Anderson

A

- high water – create benches with displaced material
- promote shore line stabilization.
- produce large standing waves.

II. Revitalize dam site

B

- re-vegetate
- re-terrace

Not part of the official EIS/EIR but considered critical (in my opinion) for project approval.

I. Bridge:

C

- equestrian
- pedestrian
- bicycle
- absolute political necessity
- possible location: upstream of tunnel present bypass tunnel inlet.
- location subject to less hydraulic action during high water (educated opinion).

A. Please refer to Master Response 3.1.5, Project Area River Restoration and Response L-5.X.

B. Please refer to Master Response 3.1.5, Project Area River Restoration.

C. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-275, pg. 2

- Access through Robie Point
- Upgrade existing roads/historical access

D

II. Restoration of Robie Beach

III. Extraordinary Fire and Police Protection

E

- Calm the fears of the Auburn Community, particularly residents of Falcon Point and Riverview.

Thank you for your consideration of these ideas. I enthusiastically endorse the proposed project and look forward to its successful completion. It is my fondest dream to be the first whitewater paddler to run the course when it is complete.

Respectfully submitted

William F. Michel

William F. Michel

D. The American River Pump Station Project does not include restoration of the Robie Beach area. Development of such plans would be the responsibility of CDPR as part of their future long-term planning efforts for the Auburn SRA, not part of PCWA's water supply project planning.

E. Please refer to Master Response 3.1.9, Fire Management.

L-276

SHADE
COMMERCIAL
SERVICE

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Ave.
Sacramento, Ca 95825

12/10/2001

To Whom it May Concern:

A | I would like to express my concern over the upcoming project planned by Placer County Water Association that eliminates trail usage from Auburn to Cool. I would like to strongly implore that a bridge be included in this project. My family uses and enjoys this trail EVERY sunday along with many other individuals. Fire access to this area would also be greatly affected without
B | a bridge across the river. Please inform me as to when any additional meetings are planned that outline this project in more detail so that I may attend and voice my opinion.

Thank you for your attention.

Sincerely,

Jennifer O'Neal

• AIR CONDITIONING • HEATING • CONTROLS
• 3348 SWETZER CT. • LOOMIS, CALIFORNIA 95650 • 916.652.2775

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

B. Please refer to Master Response 3.1.9, Fire Management.

L-277

December 12, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Ave, Suite 110
Sacramento, CA 95825 Fax 916-286-0957

I would like to address several issues, which I believe you should consider relative to the PCWA American River Pump Station and River Restoration Project.

A First, I believe that the pumping station should be a temporary solution to the agricultural demand for water in the region. The future of development in Placer County is dependent on an adequate supply of local water. The prospect of the Auburn Dam should remain a viable part of the ultimate solution.

B Secondly, the canyon is a nearly pristine wilderness. It would be a shame to open the canyon, as proposed, to any more people than could hike into it. The introduction of motor vehicles will destroy that environment. The effects of sight and sound pollution will disturb the natural beauty. Automobiles, trucks and buses filling parking lots and dotting access roads and their straining engines, gears and tires drive much of the native fauna away from this part of the canyon.

C We worry about the risk of wildfires. A three hundred foot firebreak of only trees and grass is proposed. That will certainly help. In drought years tree crowns can burn, and in wet years the grass grows taller. Add more people and the risk increases. Vehicular traffic will bring catalytic converters, cigarette butts, and matches, problems not associated as much with bicycles and foot traffic.

D We are also concerned about our neighborhood security. Most of us purchased our homes here because of its urban seclusion. It's a value very dear to our lifestyle. And, we believe the increased traffic will devalue that lifestyle.

In closing, let me say that if and when the pump station is built, and it should be, restore the river, and let the rafters go all the way to Rattlesnake Bar. Do not allow public vehicular access into the American River Canyon.

Sincerely,

Richard & Terry Fowler
3035 Eagle's Nest
Auburn, CA 95603
(h) 530-885-6535
(w) 916-645-8191
(e) dickf@foothill.net

E Please add me to the project mailing list.

DEC-12-01 WED 8:59 PM P. 1

A. The Proposed Project would provide water supply for both agriculture (raw water) and municipal and industrial (treated water) uses.

B. The North Fork American River Canyon in the project study area was extensively modified from its natural state by human activities, including construction activities associated with the Auburn Dam facilities. These past actions were highly disruptive to the natural characteristics of the canyon and as a result, the project area exhibits a high level of disturbance. From the river, the canyon viewshed is further disturbed by roads, lights, power lines and ridge top homes. The lands surrounding the canyon would not be considered to fall under a wilderness designation due to these highly disturbed characteristics and the proximity to surrounding communities.

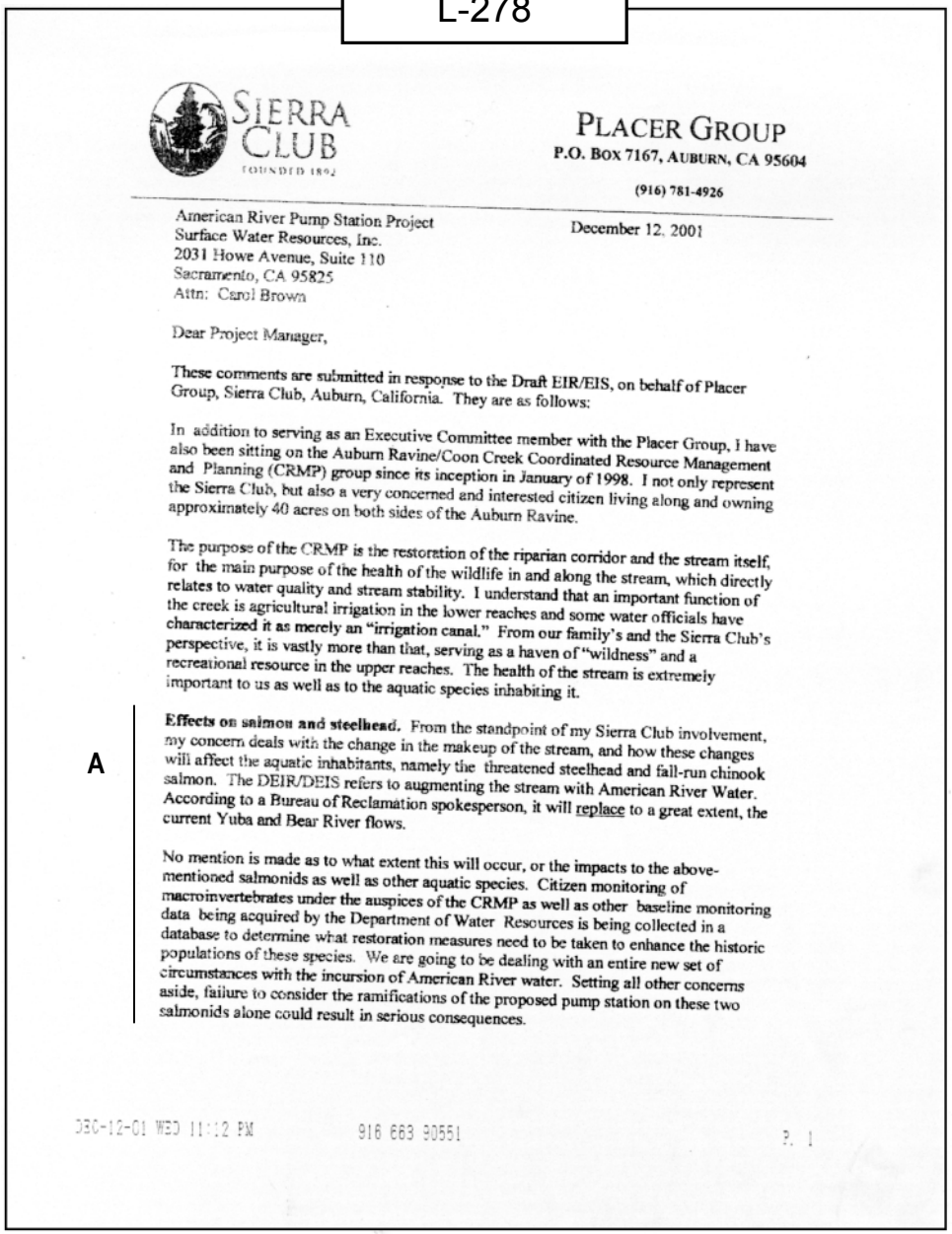
The project area's designation within the Auburn SRA already provides for and allows public access into the canyon via hiking, mountain biking, and horseback riding. Proposed Project modifications regarding parking, vehicular access restrictions and the fact that there is no proposed or permitted commercial boating will help to ensure that the area remains, at a minimum, in a condition representative of what it is at present. However, restoration of the river to its historical channel most likely would be considered to be an improvement over existing conditions. Please also refer to Master Response 3.1.12, Project Area Wildlife and Master Response 3.1.6, Public River Access Features.

C. Please refer to Master Response 3.1.9, Fire Management.

D. Please refer to Master Response 3.1.6, Public River Access Features.

E. All individuals commenting on the Draft EIS/EIR were added to the project mailing list and received notification of the availability of the Final EIS/EIR.

L-278



SIERRA CLUB
FOUNDED 1892

PLACER GROUP
P.O. BOX 7167, AUBURN, CA 95604
(916) 781-4926

American River Pump Station Project
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825
Attn: Carol Brown

December 12, 2001

Dear Project Manager,

These comments are submitted in response to the Draft EIR/EIS, on behalf of Placer Group, Sierra Club, Auburn, California. They are as follows:

In addition to serving as an Executive Committee member with the Placer Group, I have also been sitting on the Auburn Ravine/Coon Creek Coordinated Resource Management and Planning (CRMP) group since its inception in January of 1998. I not only represent the Sierra Club, but also a very concerned and interested citizen living along and owning approximately 40 acres on both sides of the Auburn Ravine.

The purpose of the CRMP is the restoration of the riparian corridor and the stream itself, for the main purpose of the health of the wildlife in and along the stream, which directly relates to water quality and stream stability. I understand that an important function of the creek is agricultural irrigation in the lower reaches and some water officials have characterized it as merely an "irrigation canal." From our family's and the Sierra Club's perspective, it is vastly more than that, serving as a haven of "wildness" and a recreational resource in the upper reaches. The health of the stream is extremely important to us as well as to the aquatic species inhabiting it.

A **Effects on salmon and steelhead.** From the standpoint of my Sierra Club involvement, my concern deals with the change in the makeup of the stream, and how these changes will affect the aquatic inhabitants, namely the threatened steelhead and fall-run chinook salmon. The DEIR/DEIS refers to augmenting the stream with American River Water. According to a Bureau of Reclamation spokesperson, it will replace to a great extent, the current Yuba and Bear River flows.

No mention is made as to what extent this will occur, or the impacts to the above-mentioned salmonids as well as other aquatic species. Citizen monitoring of macroinvertebrates under the auspices of the CRMP as well as other baseline monitoring data being acquired by the Department of Water Resources is being collected in a database to determine what restoration measures need to be taken to enhance the historic populations of these species. We are going to be dealing with an entire new set of circumstances with the incursion of American River water. Setting all other concerns aside, failure to consider the ramifications of the proposed pump station on these two salmonids alone could result in serious consequences.

DEC-12-01 WED 11:12 PM 916 663 90551 P. 1

A. Please refer to Master Response 3.1.13, Auburn Ravine.

L-278, pg. 2

It is my understanding from the biological information I have garnered, that olfactory sensoring is the main homing mechanism used by these fish, and if the correct ingredients, such as water temperature and other stimuli are not present to direct them to their proper stream, they may not make it up to spawn. Studies and experience have shown that introduction of hatchery fish may or may not survive and thrive in unfamiliar waters, or at least may not return if genetic makeup is completely different from the native inhabitants of a particular stream.

A

So with improper and incomplete studies of the stream in its current state, the introduction of an entirely new set of conditions could create havoc in the salmonid populations, which we are currently attempting to enhance and restore in Auburn Ravine. There is really no excuse for comments such as "Currently, there is little detailed information regarding (protected) steelhead specific to Auburn Ravine." (3-55) Why not? Don't you folks have an obligation to determine the status of a protected species currently and historically known to be in this stream before significant impacts are forthcoming from the introduction of an entirely new set of conditions?

B

There is no indication in the document that minimun flows will be assured, once the pump station is constructed. In fact, the minimum attention given to the entire stretch of Auburn Ravine and its wildlife populations, is most distressing. It's consideration as a mere conveyer of water for agricultural purposes gives a distorted and altogether incorrect and dishonest picture. The numbers of diversions and whether or not these will be screened was also not addressed.

Effluent from Auburn Wastewater Treatment Plant. The issue of effluent into Auburn Ravine is a continuing problem as Auburn Ravine is listed as an "effluent-dominated water body." It is my understanding that the point of introduction of the American River water is below the plant, and therefore the dilution of an uncertain amount to the plant by upstream water could pose a significant problem in water quality entering the stream. This could impact the aquatic species as well as human users of the stream for recreational purposes. It could also have an impact on the vegetation in and along the stream.

Altogether, a great deal of learned and scientific comment has been submitted to discredit this document and the lack of information necessary to proceed with the proposed pump station. I have read a great deal of that input and wholly concur in their findings. Please add the Sierra Club to the list of those of us who feel that this document is woefully inadequate for such a major undertaking and the resulting impacts to the environment which need to be identified and addressed.

Respectfully submitted,

Gail Mackenroth

Gail Mackenroth
Executive Committee

B. Please refer to Master Response 3.1.13, Auburn Ravine.

L-279

DEC 13 2001 9:57AM HP

Placer County Water Agency

U.S. DEPARTMENT OF THE INTERIOR BUREAU OF RECLAMATION

COMMENT CARD
PLACER COUNTY WATER AGENCY/U.S. BUREAU OF RECLAMATION

PCWA AMERICAN RIVER PUMP STATION AND RIVER RESTORATION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/ENVIRONMENTAL IMPACT REPORT

NAME:	Roland & Avril Lovell
ADDRESS:	4145 Eagles Nest Way
CITY/STATE/ZIP:	Auburn, CA 95603
BUSINESS AND/OR HOME PHONE/FAX:	(530) 885-9222
ORGANIZATION (IF APPLICABLE):	

COMMENTS:

See attached.

PLEASE USE THIS TO SUBMIT YOUR COMMENTS ABOUT THE DRAFT EIS/EIR. YOU CAN SEND ADDITIONAL COMMENTS TO: DRAFT EIS/EIR COMMENTS, SURFACE WATER RESOURCES, INC., 2031 HOWE AVENUE, SUITE 110, SACRAMENTO, CA 95825
JUST FOLD THIS SELF-ADDRESSED SHEET INTO THIRDS, SEAL, STAMP, AND MAIL. THANK YOU.

☒ ***Please check here if you would like to be on the project mailing list.***

DEC-13-01 THU 10:01 AM P. 1

L-279, pg. 2

December 13, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

We own a home in Falcon Point which backs up to Maidu Drive.

A We are in support of the first two parts of the American River Pump Station Project IF funds are available. In light of the current financial situation at both the state and federal level because of the war, we feel that this is a nice to have, not a need to have. It is our understanding that only part of the funds have been appropriated. If the vehicular access component is required to get the additional funding or if it would result in a tax increase, we oppose the entire project.

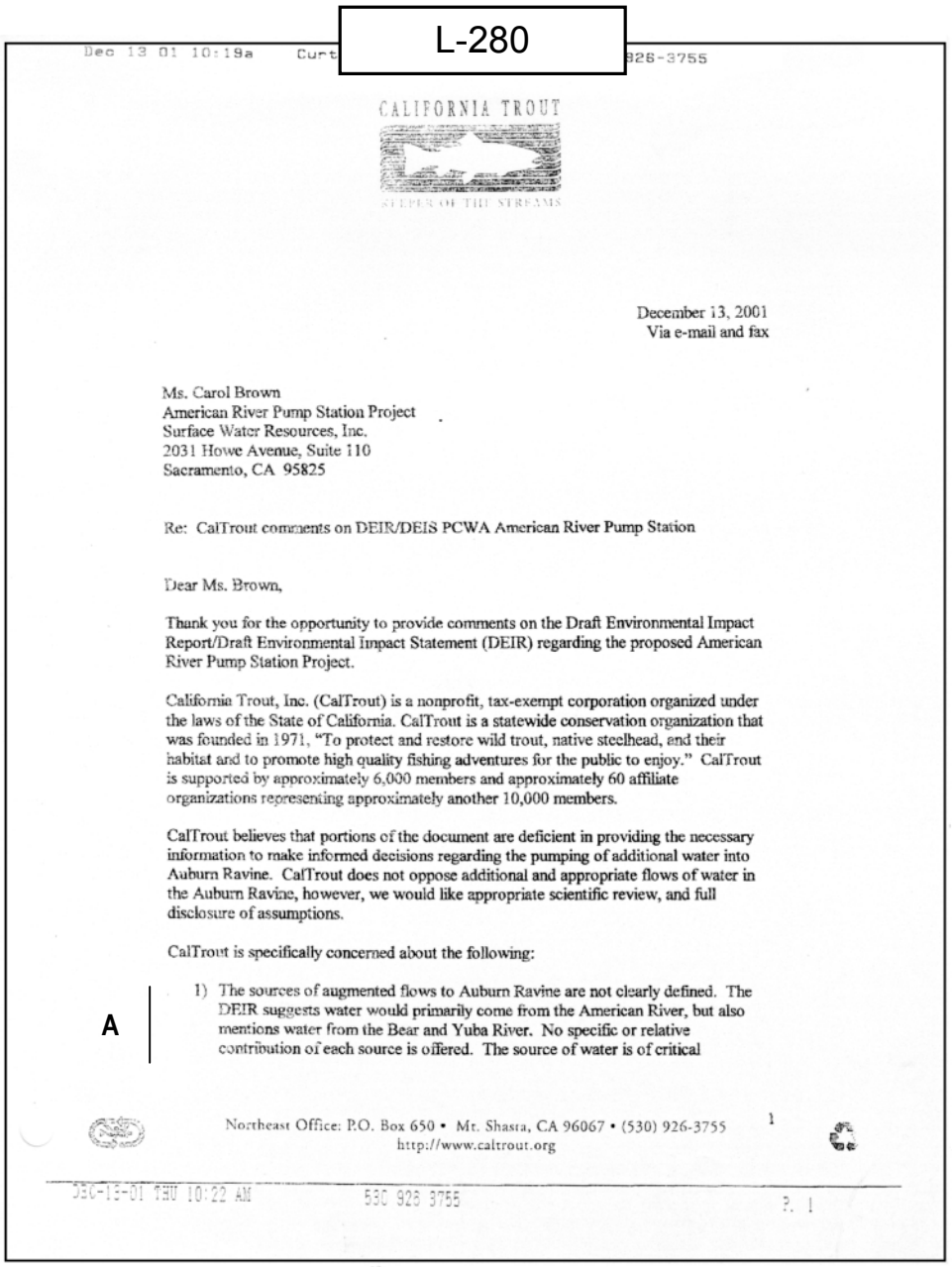
B We are opposed to the vehicular access component of the project. An individual involved with prosecuting crimes from recreational areas spoke to the criminal element that is drawn to such areas; people taking drugs, drinking heavily, vandalism and vagrancy. We are also concerned with fire safety and the safety of school children and other pedestrians who walk along or cross Maidu Drive. If the will of the residents in this area is ignored and this part of the project is included, it would seem that the state and county could be at high risk of law suits. We advise that if the decision is made to go ahead with the vehicular access component that, prior to any action, a plan be designed and adopted for crime, fire and pedestrian safety, including traffic lights, speed bumps etc. and that funds be appropriated for adequate equipment, supplies and personnel to fully implement such plans.

Avril & Rollie Lovell

A. Project support for the pump station and tunnel closure noted.

B. Please refer to Master Response 3.1.6, Public River Access Features and Master Response 3.1.9, Fire Management.

L-280



Dec 13 01 10:19a Curt 926-3755

CALIFORNIA TROUT

KEEPER OF THE STREAMS

December 13, 2001
Via e-mail and fax

Ms. Carol Brown
American River Pump Station Project
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

Re: CalTrout comments on DEIR/DEIS PCWA American River Pump Station

Dear Ms. Brown,

Thank you for the opportunity to provide comments on the Draft Environmental Impact Report/Draft Environmental Impact Statement (DEIR) regarding the proposed American River Pump Station Project.

California Trout, Inc. (CalTrout) is a nonprofit, tax-exempt corporation organized under the laws of the State of California. CalTrout is a statewide conservation organization that was founded in 1971, "To protect and restore wild trout, native steelhead, and their habitat and to promote high quality fishing adventures for the public to enjoy." CalTrout is supported by approximately 6,000 members and approximately 60 affiliate organizations representing approximately another 10,000 members.

CalTrout believes that portions of the document are deficient in providing the necessary information to make informed decisions regarding the pumping of additional water into Auburn Ravine. CalTrout does not oppose additional and appropriate flows of water in the Auburn Ravine, however, we would like appropriate scientific review, and full disclosure of assumptions.

CalTrout is specifically concerned about the following:

A 1) The sources of augmented flows to Auburn Ravine are not clearly defined. The DEIR suggests water would primarily come from the American River, but also mentions water from the Bear and Yuba River. No specific or relative contribution of each source is offered. The source of water is of critical

Northeast Office: P.O. Box 650 • Mt. Shasta, CA 96067 • (530) 926-3755
http://www.caltrout.org

1

530-13-01 THU 10:22 AM 530 926 3755 P. 1

A. Please refer to Master Response 3.1.13, Auburn Ravine.

L-280, pg. 2

A

importance for issues such as water quality and homing disruptions to anadromous salmon and steelhead in Auburn Ravine and other nearby spawning streams.

2) Steelhead and chinook salmon have been observed in Auburn Ravine for decades. Of specific concern to CalTrout is the influence that large amounts of out of basin water will have on the imprinting and homing of outmigrating juvenile steelhead and salmon and returning adults. Steelhead and salmon primarily use olfactory senses for homing to natal streams, based on chemical cues within the watershed (Hasler 1966)[1] or from chemical cues from conspecific fish (Courtenay et al. 1996)[2]. Substantial amounts of water from out of basin could disrupt spawning and migration in Auburn Ravine, or attract fish from other basins such as the American and Yuba Rivers. This attraction may be to the detriment of the source basin and could confuse genetics within the host basin. CalTrout recommends a complete analysis of the effects out of basin water will have on the homing and migration patterns of steelhead and salmon in Auburn Ravine and nearby drainages. Although all steelhead within the Sacramento/San Joaquin drainage are considered by NMFS to be an Evolutionary Significant Unit, local adaptations to specific streams may play an important role in the health of any ESU.
3) The DEIR assumes that increasing flows in Auburn Ravine will necessarily improve conditions and the overall health on native anadromous fish. This may or may not be the case. The DEIR is deficient in not providing necessary information to adequately determine this or by not providing other alternatives. The possibility of displacing the limited amount of natural reproduction of wild fish with newly attracted hatchery fish should be analyzed. Additional concerns center on how naturally reproducing steelhead and salmon will respond to significant changes in the source water and the timing, frequency, magnitude, duration, and timing of streamflows.
4) A proper adaptive management program should be established to evaluate implemented actions and make necessary adjustments to better achieve desired results. Successful adaptive management needs to be predicated on clearly established goals and decision criteria that will allow for accountability and evaluation of how goals are being met[3].

[1] Hasler, A.D. 1966. Underwater guideposts: Homing of salmon. The University of Wisconsin Press, Madison.
[2] Courtenay, S.C., T.P. Quinn, H.M.C. Dupuis, C. Groot, and P.A. Larkin. 1996. Factors affecting the recognition of population-specific odours by juvenile coho salmon. Journal of Fish Biology 50(5): 1042-1060.
[3] State of California resource agencies operating under CEQA guidelines are legally required to identify biological performance objectives in terms which are enforceable. (see CEQA §15126.4 (D) (2) "Mitigation measures must be fully enforceable through permit conditions, agreements, or other legally-binding instruments"). Thus in terms of providing out of basin flows to stream reaches suggest that any agency permit condition, agreement, or other legally-binding instruments will require the identification of the fish which are to be protected in measurable terms.

L-280, pg. 3

B

CalTrout is concerned that project environmental review and public participation to date clearly fail to comply with CEQA and NEPA requirements. The opportunity for meaningful public participation has been severely limited due lack of a public notice in the local newspaper and the unwillingness of PCWA and BuRec staff to meet with the public. We believe full disclosure of environmental impacts has yet to occur, and that the DEIR/DEIS must also thoroughly address alternative means of obtaining needed water beyond the artificially narrow project purpose.

If you have any questions regarding the above comments please contact Curtis Knight at 530/926-3755 or by email at caknight@jps.net.

Sincerely,

Curtis Knight
Area Manager
California Trout, Inc.

B. Please refer to Response L-95.A.

L-280, pg. 4

Curtis Knight, 10:30 AM 12/13/01, CalTrout comments on American

Dear Ms. Brown,

Thank you for the opportunity to provide comments on the Draft Environmental Impact Report/Draft Environmental Impact Statement (DEIR) regarding the proposed American River Pump Station Project.

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2) Steelhead and chinook salmon have been observed in Auburn Ravine for decades. Of specific concern to CalTrout is the influence that large amounts of out of basin water will have on the imprinting and homing of outmigrating juvenile steelhead and salmon and returning adults. Steelhead and salmon primarily use olfactory senses for homing to natal streams, based on chemical cues within the watershed (Hasler 1966)[1] or from chemical cues from conspecific fish (Courtenay et al. 1996)[2]. Substantial amounts of water from out of basin could disrupt spawning and migration in Auburn Ravine, or attract fish from other basins such as the American and Yuba Rivers. This attraction may be to the detriment of the source basin and could confuse genetics within the host basin. CalTrout recommends a complete analysis of the effects out of basin water will have on the homing and migration patterns of steelhead and salmon in Auburn Ravine and nearby drainages. Although all steelhead within the Sacramento/San Joaquin drainage are considered by NMFS to be an Evolutionary Significant Unit, local adaptations to specific streams may play an important role in the health of any ESU.

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Printed for "Carol Brown, Surface Water Resources, Inc." <br... 2

Repeat letter sent via email.

L-280, pg. 5

Curtis Knight, 10:30 AM 12/13/01, CalTrout comments on American

CalTrout is concerned that project environmental review and public participation to date clearly fail to comply with CEQA and NEPA requirements. The opportunity for meaningful public participation has been severely limited due lack of a public notice in the local newspaper and the unwillingness of PCWA and BuRec staff to meet with the public. We believe full disclosure of environmental impacts has yet to occur, and that the DEIR/DEIS must also thoroughly address alternative means of obtaining needed water beyond the artificially narrow project purpose.

If you have any questions regarding the above comments please contact Curtis Knight at 530/926-3755 or by email at caknight@jps.net.

Sincerely,

Curtis Knight

Area Manager

California Trout, Inc.

[1] Hasler, A.D. 1966. Underwater guideposts: Homing of salmon. The University of Wisconsin Press, Madison.

[1] Courtenay, S.C., T.P. Quinn, H.M.C. Dupuis, C. Groot, and P.A. Larkin. 1996. Factors affecting the recognition of population-specific odours by juvenile coho salmon. Journal of Fish Biology 50(5): 1042-1060.

[1] State of California resource agencies operating under CEQA guidelines are legally required to identify biological performance objectives in terms which are enforceable. (see CEQA §15126.4 (D) (2) Mitigation measures must be fully enforceable through permit conditions, agreements, or other legally-binding instruments). Thus in terms of providing out of basin flows to stream reaches suggest that any agency permit condition, agreement, or other legally-binding instruments will require the identification of the fish which are to be protected in measurable terms.

Curtis Knight

Northeast Conservation Manager

California Trout, Inc

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L-280, pg. 6

www.caltrout.org

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[1] Hasler, A.D. 1966. Underwater guideposts: Homing of salmon. The University of Wisconsin Press, Madison.

[2] Courtenay, S.C., T.P. Quinn, H.M.C. Dupuis, C. Groot, and P.A. Larkin. 1996. Factors affecting the recognition of population-specific odours by juvenile coho salmon. Journal of Fish Biology 50(5): 1042-1060.

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Auburn Ravine DEIR.doc

L-281

BAILEY ENVIRONMENTAL

Aquatic Resource Consulting

December 6, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, California 95825

SUBJECT: Comments on the PCWA and Bureau of Reclamation DEIS/DEIR for the Proposed American River Pumping Station for PCWA.

I have reviewed the subject DEIS/DEIR and offer the following comments:

General

The planning process used to date violates the requirements of both CEQA and NEPA. Several factors and Bureau of Reclamation (Bureau) and Placer County Water Agency (PCWA) actions have combined to create these defects in the planning process. ***Stakeholders who participated in the early scoping process and landowners who participated in the scoping process and whose property would be directly affected by the proposed project were not notified of the October 11, 2001 public meeting or the availability of the DEIS/DEIR until approximately November 1, 2001; and were unable to obtain a single copy of the DEIS/DEIR until November 10, 2001, just three days before the close of comment period.***

While the Bureau and PCWA extended the comment period until December 13, 2001, this action was insufficient to meet the requirements of CEQA and NEPA for the following reasons:

A

1. In an 11/13/01 phone conversation with Rod Hall, Bureau Project Manager, a directly affected landowner learned that the proposed water import from the American River to Auburn Ravine was "replacement water" (replacing existing Yuba/Bear rivers water) and that this fact and its exact definition, operational, and environmental impacts had not been disclosed in the DEIS/DEIR. While it is impossible for the public to guess what "replacement water" really is and how it might affect the environment or project operations, what is certain is that the public has not had the opportunity to have this concept defined and see the operational and environmental consequences of this parameter evaluated under the provisions of CEQA and NEPA. Attempts by several landowners/stakeholders/environmental groups to meet with PCWA and the Bureau to discuss this issue, ask a number of technical and procedural questions, and provide additional information prior to the December 13, 2001 close of comments was denied by PCWA staff and Mr. Rod Hall of the Bureau. Given the

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A. Please refer to Master Response 3.1.13, Auburn Ravine.

L-281, pg. 2

fact that some of these directly affected landowners were not permitted to participate in the public meeting (because they did not know about the October 11, 2001 meeting due to an error by the Bureau and PCWA), the subsequent disclosure of what may be a significant omission in the DEIS/DEIR regarding "replacement water", and denial of a meeting with directly affected landowners and stakeholders, it is clear that the public participation provisions of CEQA and NEPA have been violated.

B

2. No Notice of Availability or Public Meeting Notice was published in the newspaper the "Lincoln News Messenger" which is the local paper of general circulation in the Auburn Ravine watershed. This information is based on confirmation from News Messenger staff on December 6, 2001 who reviewed all papers from September 1 - October 4, 2001. This fact demonstrates that members of the public, who own land adjacent to Auburn Ravine and derive their drinking water supply from PCWA ,were not even notified of the October 11, 2001 public meeting or the availability of the DEIS/DEIR, except through placement in the Lincoln library.

3. Refusal, by Mr. Rod Hall of the Bureau, on 11/30/01, to hold a meeting requested by the California Department of Fish and Game on behalf of the disenfranchised landowners and environmental groups clearly demonstrates that the Bureau is not interested in complying with NEPA or in listening to what directly affected landowners and environmental organizations have to say about this fatally flawed DEIS/DEIR. Mr. Hall is reported to have made statements essentially saying that *this project has a lot of momentum, we're on a tight time schedule*, and the corker, *we have looked at your concerns* [assumably referring to the incomplete and hastily assembled comments submitted by some directly affected landowners who tried to meet the original November 13, 2001 due date, even though they had received the DEIS/DEIR only three days earlier; It is also important to note, that the extension on the comment period to 12/13/01 was granted after the 11/13 closing date] *and don't think anything new of concern is there*. At this point, Mr. Hall reportedly refused to arrange a meeting to discuss the "replacement water" issue, answer clarifying questions from directly affected landowners and downstream stakeholders, and receive public input on a variety of issues and topics that the DEIS/DEIR had neglected to consider. Mr. Hall's actions clearly denied the public access to the full NEPA process, even though the public's less than full participation in the NEPA process was prevented by a series of Bureau errors and mistakes.

4. PCWA violated the provisions of CEQA by failing to insure directly affected landowners and the general public in the environmentally affected area was adequately notified of the October 11, 2001 public meeting and their failure to meet with disenfranchised landowners who were attempting to have potentially significant topics (e.g., "replacement water") explained so that insightful and intelligent comments could be made during the comment period. These

2

B. Please refer to Response L-95.A.

stakeholders were denied the ability to participate in the development of an EIR, as required under the provisions of CEQA.

The document as written is nothing more than a thinly veiled attempt to justify a pump station in the American River canyon to supply water to PCWA. I found many of the analyses totally lacking in scientific merit, fundamentally flawed, and unable to biologically and scientifically support the conclusions reached. While NEPA requires documentation of the potential environmental impacts, CEQA requires a full consideration of alternatives that will meet the project's objectives. The Bureau/PCWA have attempted to limit consideration of the project by narrowly defining one of the project's primary objective to providing water to PCWA from the Middle Fork Project. In fact, the objective should be to provide PCWA with the desired quantity of water in the least environmentally damaging way. Failure to actively consider the alternative of land conservation easements (which would meet CALFED objectives) which would allow water to be transferred among several entities and thus eliminate the need for additional diversions from the American River, eliminate construction related impacts, and forego the massive pumping costs in the future is a clear violation of the intent of CEQA. The document should be rewritten to incorporate a thorough analysis of this additional alternative. In addition, the fisheries and aquatic resources section in general should be completely redone to eliminate the indefensible and fatally flawed analyses. New analyses, using biologically relevant data and time steps should be incorporated into the second DEIS/DEIR.

C

Specific Comments

The Concept of "Replacement Water": Subsequent to the release of the document, Ron Otto, Ophir Area Property Owners Association, in an 11/13/01 conversation with the Bureau's Rod Hall, learned that the water to be pumped was, apparently in part, "replacement water" and this fact was not mentioned in the DEIS/DEIR. With no further details, it is impossible to ascertain the potential impacts this replacement water might have on Auburn Ravine and the City of Lincoln's Wastewater Treatment and Reclamation Facility (WWTRF). However, if the major source of the City of Lincoln's water supply is changed from Yuba/Bear river water to American River water, then the following factors need to be addressed:

D

- Does the change in the water supply source change the basic chemical constituent base on which the current design of the WWTRF is based?
- Does this change have major implications (positive or negative) on design criteria or treatment processes?
- Does this change require additional CEQA documentation by the City since all CEQA documentation is based on current chemical constituents? An argument could be made that the changed circumstances, which the City knew about, should have been included in the original WWTRF's EIR.
- Does the importation of American River water change the water temperature regime in Auburn Ravine/WWTRF and does that change reduce/enhance the City's ability to meet discharge water temperature criteria?
- Does the importation of American River water change the water flow regime in Auburn Ravine upstream and/or downstream of the Ophir Tunnel outlet? If it

3

C. Please refer to Response L-112.B.

D. Please refer to Master Response 3.1.13, Auburn Ravine.

L-281, pg. 4

does, then what are the impacts on critical habitat for steelhead trout, the City of Auburn's NPDES permit requirements, and the City of Lincoln's NPDES permit and mitigation requirements under CESA/ESA?

The DEIS/DEIR currently does not address any of these factors. The document should be rewritten to provide a fair and scientifically defensible environmental assessment of these topics. Modeling should be completed on biologically appropriate time steps. All assumptions, data, data analyses, and conclusions must be presented in the document and supported by scientifically credible and professionally defensible documentation.

E **Page 2-7, Table 2-1:** The selection of alternatives fails to meet the requirement of CEQA since the project objective of supplying water to PCWA only from the American River is too narrowly defined and should be expanded to providing a given amount of water to PCWA from alternative sources. The project objectives should be rewritten to include the broader objective and eliminate the obviously biased and illegal narrowly defined objectives in the document.

Page 2-127, Table 2-8: Under the heading of Other Water Supply Considerations, Land fallowing or land retirement is dismissed with a totally false, and fundamentally flawed excuse. The reasons for elimination are totally false and could not be supported by anything less than a totally biased analysis. This biased analysis is clearly a violation of both NEPA and CEQA requirements regarding alternatives consideration. Also, providing bogus or misleading statements in a public document is both wrong and illegal. The DEIS/DEIR should be rewritten with a fair and balanced assessment of alternative ways of providing the desired level of water to PCWA, while minimizing the impacts to the environment, as required under CEQA. The document should be rewritten to include all of the assumptions, data, and analyses used to reach the conclusions documented in Table 2-8.

F **Page 2-128, Table 2-9:** This table indicates that a Corps of Engineers 404 permit under a nationwide program might be necessary. Reading the project description and the requirement for a Nationwide 3 permit, leads me to believe that this conclusion may not be supported by the facts. I suggest that the Nationwide 3 requirements be reviewed and the table adjusted if needed.

G **Page 3-23, Modeling Assumptions, Period of Record:** Although the period of record is the standard used in many modeling assumptions, this period of record is not adequate or current enough to support the conclusions. The period of record should be extended to include the last decade of flow and operations, and then the results of the models evaluated. Having the most recent data in the period of record being more than 10 years old and ignoring 12% of the available record is totally unprofessional and does not allow the reader or decision maker to have confidence in the modeling outputs. The modeling analyses should be redone using the complete period of record and at the biologically appropriate time step (detailed later in this document).

D **Page 3-40, last paragraph discussing shortages and Auburn Ravine:** This paragraph states that a groundwater overdraft condition exists in Wester Placer County. This statement is not true. PCWA has continually assured public groups that groundwater supplies in Western Placer County are not being overdrafted, except in the very southwestern corner of the County and that overdraft is coming from well use in Sacramento County. This paragraph draws the conclusion that groundwater is not a long term viable alternative. This conclusion is not based on fact, and

4

E. Please refer to Response L-112.B.

F. Please refer to Response L-112.G.

G. Please refer to Response L-112.H.

L-281, pg. 5

D

highlights the bias in the entire document toward a pumping plant in the American River canyon. While the best alternative may well indeed be a pumping plant in the canyon, the documentation to support such a conclusion should be based on objective, credible analysis. The current document does neither. The document should be rewritten and supported with objective and credible objectives, analyses, impact assessment, and conclusions.

Page 3-50 and the Fish Resources Section in General: This section of the document suffers from several fundamental flaws:

1. The analysis of water temperature, using monthly time steps, has no scientific or biological credibility. Water temperatures are a critical factor in all of the flow and water source/temperature analyses. However, use of a one month time step, using calculated water temperature releases is unjustifiable. Fish do not experience a monthly average water temperature and exposure of fish or eggs to lethal temperatures for even a few hours may have a significant effect on survival. For example, exposing incubating salmonid eggs to water temperatures above 56 F for one day increases mortality. This sort of perturbation would never show up in a monthly time step model, but you certainly would have lower survival because of project impacts. I suggest that all of the water temperature analyses be redone using real data, and a shorter time step in the modeling. Trying to make the analyses look quantitative, only serves to mislead the reader and the ultimate decision maker. Impacts should be based on assessment of real conditions, not some modeling exercises that is only suitable for comparative planning purposes. In addition, the geographic scope of the modeling should be expanded to include water temperature impacts on Auburn Ravine. These modeling analyses should include those portions of Auburn Ravine upstream of the Ophir Tunnel confluence which could be affected by this unknown "replacement water" operational scenario as well as the area downstream of the Ophir Tunnel discharge point. Changes in the stream's water temperature or water temperature pattern could have major impacts on the City of Lincoln's Wastewater Treatment and Reclamation Facility (WWTRF) design and/or National Pollution Discharge Elimination System (NPDES) permit and the City's ongoing listed species consultations with state and federal agencies. Someone with credible scientific credentials should look at the water temperature situation much more carefully, and fully document this in the final EIS.

2. The discussion of Auburn Ravine on pages 3-52to 3-56 in general, demonstrates an incomplete understanding of the current situation, a cursory understanding of salmonid ecology and genetics, and a total lack of knowledge regarding the impacts of diverting additional water into Auburn Ravine on fish behavior. This section is so purposefully slanted to avoid the perception of any problems or issues being associated with the long term, year around diversions by the proposed project that it is fatally flawed. The document should be rewritten by someone with appropriate scientific credentials that could objectively assess the situation and reach supportable conclusions. This section of the document clearly is not objective and selectively presents information that is intended to purposefully mislead the reader and decision maker. This section clearly violates the legal mandates of NEPA and CEQA.

5

D. Please refer to Master Response 3.1.13, Auburn Ravine.

L-281, pg. 6

D

3. In the impact assessment for salmonids in general, the document states that water temperatures of 60, 65, and 68 F all have some important threshold effect on salmonids at various periods in their life history. The rationale for selection of these three temperature yardsticks is presented only as anecdotal information and not supported by credible scientific documentation. It is interesting to note, that the 60 F water temperature assessment standard used for spawning and incubation is not supported by the Regional Water Quality Control Board or the California Department of Fish and Game. Entities applying for discharge permits are being held to a lower standard over many months of the year. The document's representation that these are the appropriate standards for impact assessments is not supported by fact. The water temperature impact assessment should be redone using real data and the appropriately documented criteria.

Page 3-52, Discussion on Auburn Ravine's natural flows: This section is unique in the report in that it discusses the natural flows in Auburn Ravine and quite cleverly leaves the reader with the impression that Auburn Ravine is not important as an anadromous fish stream. Why is this the only stream in which natural flows are an issue? During the drought of the late 1920's and early 1930's, the Sacramento River was dry in some places, but that type of information is not presented for other streams. An environmental document should describe the existing conditions in the stream and not attempt to bias the reader's thinking by inserting irrelevant information. Also, if the document preparers had examined the administrative record for the Lincoln Treatment Plant, they would have found that the NID Highway 65 gaging station only seasonally records flows up to 396 cfs and many of the flow readings below this level are estimates and known to be inaccurate by thousands of cubic feet per second. This fact is documented in the administrative record for Lincoln's EIR. This EIS should be rewritten using credible, factual information on Auburn Ravine flows.

Pages 3-54,3-56, 3-81-82 and others as appropriate - Discussion of the issue of additional straying into Auburn Ravine: The entire representation, impact assessment methodology, assumptions, and conclusions regarding the potential for additional straying of salmonids and splittail into Auburn Ravine are totally biased, lacking in scientific objectivity, based on scientifically unsupportable assumptions, have conclusions not supported by fact or credible scientific documentation, and a classic example of selectively presenting pseudo-science to support an a priori conclusion. Specific examples include:

A. The DEIS/DEIR on page 3-81 states:

"Although increased straying of American River fall-run chinook salmon and steelhead into Auburn Ravine has been raised as an issue associated with increased release of American River flows into the ravine, the frequency of straying cannot be determined at this time. However, it should be noted that olfactory response is not the only factor that determines homing behavior in anadromous salmonids. In addition to odor imprinting during the juvenile lifestages, heredity plans an important part in homing behavior. Anadromous salmonids reared and released at locations different from those of their ancestral natal stream exhibit weaker homing responses than locally adapted fish (Bams 1976). These fish may return to their ancestral natal streams, even if they have never been exposed to its waters (McIsaac and Quinn 1988) due to innate preferences for

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D. Please refer to Master Response 3.1.13, Auburn Ravine.

L-281, pg. 7

particular physical characteristics of the environment such as temperature, flow, or substrate composition (Quinn 1993 *in* Pascual et al. 1995). Heredity predilection may ameliorate the possibility of increased straying as a direct result of changing the proportion of American River water discharged into Auburn Ravine."

The paragraph quoted above is substantially misleading and attempts to misuse the influences of heredity to imply to the reader and decision maker that genetic predisposition may in fact limit the amount of additional straying of American River origin fish into Auburn Ravine. First, the reference to Bams (1976) is misleading. This paper deals with pink salmon, which have a totally unique life history pattern (i.e., intertidal or near-intertidal spawning and incubation, immediate emigration to estuarine or marine waters after emergence, limited ocean migrations, and a two-year life span). Because of the life history parameters of this species, they are more prone to stray than any other Pacific salmon species and can be geographically specifically imprinted to return to non-natal water falls and beaches. I suggest the Bureau and PCWA review the many reports published by the Alaska Department of Fish and Game on this topic, since this management scenario has been part of their commercial fishery management program for nearly thirty years. No one denies that genetics has an influence on migratory behavior. Examination of all of the coded wire tag data from Central Valley chinook salmon releases clearly shows that eggs transferred from Feather River Fish Hatchery or Nimbus Fish Hatchery to other facilities to hatch and rear, have strays that return to the hatchery of origin. However, two important factors influence this situation; these fish are generally trucked to Carquinez Strait for release and the olfactory influence of their natal stream is part of the water column until the last 100 miles or so. The situation with Auburn Ravine is different than implied by the quoted paragraph. In the examples cited, fish were released at a location different from their natal area and then returned to their natal area as adults; these fish were not under the influence of their natal olfactory cues. Fish straying to Auburn Ravine would not be attempting to straying to a foreign watershed, but merely moving as far upstream in the Sacramento River as they could detect American River water and then migrating upstream to spawn. I further discussed the genetics component of migratory behavior in terminal stream areas with Dr. Jennifer Nielsen (USGS, Alaska Science Center), one of the premier salmon and steelhead geneticists in the world, and she stated and agreed with my conclusion that olfactory cues would be much more important than genetics at this time in the fish's life.

D

I suggest the Bureau and PCWA review relevant literature on chinook salmon and steelhead homing strategies including:

- "During upstream migration, adult salmon primarily use their sense of smell to find their home stream." Reference: U.S. Bureau of Reclamation. 1997. Central Valley Project Improvement Act DPEIS, Technical Appendix Volume Three.
- "Salmon [salmonids in general], in general, have well-developed homing behaviour, apparently returning to their natal stream to spawn with considerable fidelity. The choice of spawning river, tributary, and even riffle appears to be guided by long-term memory of specific odours." Reference: M. C. Healey.

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D. Please refer to Master Response 3.1.13, Auburn Ravine.

L-281, pg. 8

1991. Life history of chinook salmon. In: C. Groot and L. Margolis, *eds.*, Pacific Salmon Life Histories.

- Healy also discusses the differences in the level of influence of olfactory versus visual cues in selection of a home stream. While he briefly discusses the influence of genetics, he further states ". . . The implication of these results [an experiment comparing return rate of visually occluded and olfactory occluded adults] is that both olfaction and vision are important in selection of a home stream, but that olfaction is by far the more important sense." Reference: M. C. Healey. 1991. Life history of chinook salmon. In: C. Groot and L. Margolis, *eds.*, Pacific Salmon Life Histories.

- Various factors relating to hatchery/wild interactions as a factor for determining whether or not a particular stock should be listed. Also, it is important to note that the steelhead and chinook populations in Auburn Ravine could be changed from primarily Yuba/Bear river stocks to American River stocks. Reference: Status Review of Chinook Salmon from Washington, Idaho, Oregon, and California. NOAA Technical Memorandum NMFS-NWFSC-35, 1998.

- Croci (1996) cites a number of sources regarding the importance of olfactory cues in homing of salmon, while acknowledging a genetic component. Reference: Croci, S. J. 1996. A review of rearing and release strategies to improve imprinting, homing, and survival of hatchery-origin Sacramento River winter chinook salmon (*Oncorhynchus tshawytscha*). U. S. Fish and Wildlife Service Report, Northern Central Valley Fish and Wildlife Office, Red Bluff, CA.

D

- Healey and Groot (1987) summarize the relevant literature regarding chinook and sockeye salmon migration. They conclude that oceanic migrations are controlled by magnetic and sun orientation, while migration into the home stream is controlled primarily by olfaction. Reference: Healey, M. C. and C. Groot. 1987. Marine migration and orientation of ocean-type chinook and sockeye salmon. In: M. J. Dadswell and five co-editors: Common Strategies of Anadromous and Catadromous Fishes. American Fisheries Society Symposium 1.

- See Foerster (1968), for a discussion of salmonid imprinting and homing mechanisms, with a focus on sockeye salmon. Reference: Foerster, R. E., 1968. The sockeye salmon, *Oncorhynchus nerka*. Fisheries Research Board of Canada, Bulletin 162.

- Brett and MacKinnon (1954) document the acute sense of smell in Pacific salmon. Reference: Brett, J. R., and D. MacKinnon. 1954. Some aspect of olfactory perception in migrating adult coho and spring salmon. J. Fish. Res. Bd. Canada, 11(3): 310-318.

- Two other references contain a variety of papers on the biology and physiology of steelhead and salmon homing and imprinting. These references are: Proceedings of the Salmon and Trout Migratory Behavior Symposium, First International

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D. Please refer to Master Response 3.1.13, Auburn Ravine.

L-281, pg. 9

Symposium, 1982. University of Washington and a second international symposium with the same title dated 1989.

B. The DEIS/DEIR on page 3-81 states:

"Even if chinook salmon and steelhead straying into Auburn Ravine is increased, no evidence is provided to demonstrate that straying would negatively affect fish communities present in Auburn Ravine. First, under natural conditions, straying is an integral part of salmonid behavior and is important for natural populations because it leads to the colonization of new habitat, avoidance of adverse local conditions, and increases in genetic heterogeneity (Pascual et al. 1995). Second, although straying information for steelhead is limited, coded wire tag studies for chinook salmon indicate that straying is very common in Central Valley streams. These results suggest that straying into Auburn Ravine would occur irrespective of the increased discharges of American River water associated with increased diversions at the seasonal pump station under the No Action/No Project Alternative. Third, genetic dilution of Auburn Ravine steelhead may not be of concern because NMFS considers both the American River and the Auburn Ravine steelhead to be within the Central Valley Evolutionary Significant Unit (ESU), and therefore, treats both populations as one. NMFS concludes (63 FR 13354: March 19, 1998) that "*. . . steelhead in the Sacramento and San Joaquin River basins (Central Valley) should be considered a single ESU until additional information becomes available.*" In addition, CDFG currently considers all steelhead/rainbow trout in Auburn Ravine to be winter-run steelhead (63 FR 13354: March 19, 1998). Also, steelhead/rainbow trout in Auburn Ravine probably do not represent a genetically uncontaminated stock because of past introductions (stocking) directly into Auburn Ravine and current introduction into connected water bodies. Chinook salmon present in Auburn Ravine also probably do not represent a genetically uncontaminated stock, because of hatchery introduction in Auburn Ravine."

D

The paragraph quoted above suffers from the following problems and generally misleads the public and decision maker regarding the biological situation in Auburn Ravine:

- The paragraph states: "Even if chinook salmon and steelhead straying into Auburn Ravine is increased, no evidence is provided to demonstrate that straying would negatively affect fish communities present in Auburn Ravine."

  Comment: This statement is somewhat misleading, while it is true that no evidence is provided [by whom?] to demonstrate harm, this entire paragraph misses the point. First, it is the project proponents' responsibility to demonstrate no harm to a listed species or its critical habitat. Second, we are talking about changing the genetic origin of fish in Auburn Ravine from Yuba/Bear rivers to American River strains. Finally, no evidence is provided by the Bureau or PCWA that a neutral or beneficial effect on fish populations will occur. Under the ESA, Bureau programs must facilitate recovery of listed species. No demonstration of recovery actions are presented in this DEIS/DEIR.

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D. Please refer to Master Response 3.1.13, Auburn Ravine.

L-281, pg. 10

D

- The paragraph states: "First, under natural conditions, straying is an integral part of salmonid behavior and is important for natural populations because it leads to the colonization of new habitat, avoidance of adverse local conditions, and increases in genetic heterogeneity (Pascual et al. 1995)."

  Comment: While this statement is technically correct, it is misleading the public and decision maker. Straying does allow colonization of new habitat. However, we are not talking about colonization of new habitat in this situation. The point is irrelevant. Straying may be a result of adverse local conditions. Steelhead deal with adverse local conditions in three ways, they may move to a non-natal stream to spawn and technically become a stray, they may simply resorb their eggs and spawn at a later time, or they may die and the population is preserved by next year's spawning cohort. Steelhead and chinook salmon have developed a life history pattern to deal with short term adverse local conditions. They have evolved multiple ages at spawning as a way to deal with short term problems.

- The paragraph states: "Second, although straying information for steelhead is limited, coded wire tag studies for chinook salmon indicate that straying is very common in Central Valley streams. These results suggest that straying into Auburn Ravine would occur irrespective of the increased discharges of American River water associated with increased diversions at the seasonal pump station under the No Action/No Project Alternative."

  Comment: The statement on coded wire tag results for chinook salmon demonstrates a complete misunderstanding of the hatchery stocking practices in the Central Valley or borders on a scientifically fraudulent attempt to mislead the public and decision makers. The excessive straying seen in some Central Valley coded wire tag releases is because juvenile fish are trucked, some times hundreds of miles, to release points in the Sacramento-San Joaquin River Estuary. Most releases from Feather River Fish Hatchery, Nimbus Fish Hatchery, and Mokelumne River Fish Installation are trucked to Carquinez Strait for release. Historically, fish reared at Coleman National Fish Hatchery were also moved to downstream locations to test release strategies. Fish from the Merced River Fish Facility are routinely released at the hatchery and at downstream locations. Since Coleman stopped moving fish to downstream release locations, straying has become a much smaller problem. Also, since very few tags are recovered inland, the straying"problem" is not well documented. Again, we are talking about changing stocks from Yuba/Bear to American River. This statement about coded wire tag results is misleading and not relevant to the situation. Therefore, the conclusion that straying of American River origin stocks into Auburn Ravine would occur anyway is not supported by fact, just wishful thinking.

- The paragraph states: "Third, genetic dilution of Auburn Ravine steelhead may not be of concern because NMFS considers both the American River and the Auburn Ravine steelhead to be within the Central Valley Evolutionary Significant Unit (ESU), and therefore, treats both populations as one. NMFS concludes (63 FR 13354: March 19, 1998) that ". . . *steelhead in the Sacramento and San*

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D. Please refer to Master Response 3.1.13, Auburn Ravine.

L-281, pg. 11

Joaquin River basins (Central Valley) should be considered a single ESU until additional information becomes available.""

Comment: These statements, used in context, are deliberate attempts to convince the public and decision maker, that because all Central Valley steelhead are in the same ESU, straying from one watershed into another would not be a problem. This deception is not based in science or fact. First, it is apparent that the author has no understanding of the ESU concept and its use under the provisions of the ESA. The ESU concept was developed by NMFS to address both a biological and administrative problem. When essentially all salmonid stocks on the West Coast were petitioned for listing under ESA, NMFS decided that it could not deal with individual stocks as required under ESA. Therefore, they developed the ESU concept which incorporates geographic distribution, some genetics, and an estimate of how many areas, administratively, could the status review handle simultaneously. The ESU boundaries are based on logical geographic splits and genetic considerations of what the stock status may have looked like some 14,000 years ago (Dr. Jennifer Nielsen, USGS Alaska Science Center, pers. comm.). The suggestion that because all Central Valley steelhead stocks are in a single administrative ESU and therefore a single population is absolutely ludicrous. These statements are deliberate attempts to minimize the potential impacts by misstating the science and attempting to mislead the public and decision maker.

D

- The paragraph states: "Also, steelhead/rainbow trout in Auburn Ravine probably do not represent a genetically uncontaminated stock because of past introductions (stocking) directly into Auburn Ravine and current introduction into connected water bodies. Chinook salmon present in Auburn Ravine also probably do not represent a genetically uncontaminated stock, because of hatchery introduction in Auburn Ravine."

  Comment: These statements represent conclusions not supported by any fact. Introductions of hatchery origin fish have at best been sporadic and no studies have been conducted to determine if hatchery introductions have had any affect on existing stocks. Although, there is a substantial body of literature to support limited interactions between wild and hatchery reared fish. Conclusions regarding hatchery origin fish introductions and their impact on existing stocks should be supported by credible scientific analyses.

C. The DEIS/DEIR on page 3-82 states:

"Steelhead and chinook salmon straying into Auburn Ravine may help achieve the AFRP goals of doubling the natural production of anadromous salmonids by utilizing the enhanced production potential due to flow augmentation in Auburn Ravine. In fact, flow augmentation may provide an opportunity to contribute in a recovery effort for chinook salmon and/or steelhead, provided appropriate operational commitments (J. Hiscox, CDFG, pers. comm. 2000)"

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D. Please refer to Master Response 3.1.13, Auburn Ravine.

L-281, pg. 12

D

Comment: There is no doubt that establishing an appropriate flow regime in Auburn Ravine, combined with appropriate fish passage and screening projects could increase the production of steelhead and fall run chinook salmon. In fact, I believe with the right flow and water temperature regime, that both Auburn Ravine and Coon Creek could support spring run chinook salmon, although they were not likely native to these watersheds. However, there are three problems associated with accomplishing the goal of increasing production. First, the DEIS/DEIR does not address the changes in water temperature regime in Auburn Ravine, because of the proposed project. It is possible that this project could make things worse from a water temperature perspective. A clear violation of the Bureau's ESA recovery mandate. Second, the DEIS/DEIR does not address the changes in water flows upstream of the Ophir Tunnel discharge point and the possible loss of fish passage over the cataract at that location because of the unknown spatial and temporal changes in flow patterns because of "replacement water". Third, given the choice of having Auburn Ravine populated with steelhead and chinook of Yuba/Bear origin versus the heavily hatchery influenced American River stocks, I would suspect that both NMFS and CDFG would choose the former scenario, not the latter. Also, since hatchery stocks are not generally subject to ESA recovery objectives, the Bureau would be hard pressed to justify meeting their recovery obligations by allowing American River stocks to replace Yuba/Bear stocks in Auburn Ravine. The document should be rewritten to include discussions of these three topics.

The DEIS/DEIR on page 3-82 states:

"In consideration of the intermittent character of natural flows in Auburn Ravine, the blended source of its permanent stream flow, the origination and strong hatchery influences affecting anadromous salmonids present in Auburn Ravine, and the existing potential for straying into Auburn Ravine, the increased delivery of American River water that would occur under the No Action/No Project Alternative would not be expected to adversely affect the salmonid fisheries. The increased deliveries that would occur under the No Action/No Project Alternative during the March through November period would create additional habitat for salmonids, and may further decrease water temperatures during the summer and early fall months. Overall, a less-than-significant impact to Auburn Ravine salmonids is expected to occur as a result of the No Action/No Project Alternative."

Comment: Overall, this summary and impact conclusion paragraph is not supported by fact, sound science, or good logic. Specific examples include:

- The paragraph states: "In consideration of the intermittent character of natural flows in Auburn Ravine, ..."

  Comment: This statement is both misleading and attempts to divert the public and decision maker's attention away from the facts regarding the flow situation in Auburn Ravine, thus influencing the decision maker to conclude that intermittent natural flows somehow make the stream less valuable and viable. This tactic is a clear violation of NEPA and CEQA. The facts of the situation are, while Auburn Ravine has historically had intermittent natural flows, this situation is no longer

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D. Please refer to Master Response 3.1.13, Auburn Ravine.

L-281, pg. 13

D

relevant. Auburn Ravine has year round flow contributions from a combination of natural flows, groundwater inputs, the City of Auburn's Wastewater Treatment Plant discharge, water passed through the Wise Powerhouse, and soon a discharge from the City of Lincoln's WWTRF. In addition, the addition of housing developments and impermeable surfaces adjacent to Auburn Ravine in and near the City of Lincoln will only increase the amount of water flowing to the channel. Also, it is important to note that the riffle pool structure of Auburn Ravine upstream of approximately the City of Lincoln allows salmonid fishes ample rearing area, even under low flow conditions. Finally, the major impact to salmonid fishes because of low flow conditions occurs in that portion of the channel downstream of about Joiner Parkway in the City of Lincoln. However, this impact is relatively minor, because these low flow periods generally occur at times when adult fish are not migrating, although earlier running fall chinook could have problems in some years, because the water temperatures in this section are generally unsuitable for salmonid rearing during the summer, and because the instream habitat is generally unsuitable for juvenile salmonids. Given all of these facts, the low flows argument to support conclusions regarding impacts to salmonids is patently flawed and not supported by the evidence.

- The paragraph states: "... the blended source of its permanent stream flow, ..."

  Comment: This statement again attempts to mislead the public and decision maker. While it is true that Auburn Ravine receives a mixture of water throughout the year, two facts are important to note. First, the vast majority of flow in Auburn Ravine is derived from natural flows or the Yuba/Bear Project. Second, the temporary flows that have been imported from the American River have occurred during a time period, summer/early fall, that is not biologically important from an imprinting standpoint for juvenile salmonids or migration cues for spawning run adults. The temporal distribution of temporary flows from the American River has not overlapped with important migratory timing of salmonids. This situation would change with the proposed project and is not discussed in the DEIS/DEIR. Given these facts, the "blended source of water" argument to minimize the impact assessment is totally false.

- The paragraph states: "... the origination and strong hatchery influences affecting anadromous salmonids present in Auburn Ravine, . . . "

  Comment: This statement is not supported by any facts or studies to document the "strong hatchery" influences of anything. All we know is that occasionally someone from CDFG has stuck some fish of hatchery origin into the stream. We have no evidence to support a conclusion one way or the other. This statement is another attempt to minimize the potential impacts to listed stocks in Auburn Ravine and is not based on any science. The statement is misleading to the public and the decision maker.

- The paragraph states: ". . . and the existing potential for straying into Auburn Ravine, . . . "

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D. Please refer to Master Response 3.1.13, Auburn Ravine.

L-281, pg. 14

Comment: See the comments on straying potential and the misuse of the coded wire tag recovery data outlined above. This statement is another attempt to minimize the potential impacts to listed stocks in Auburn Ravine and is not based on any science. The statement is misleading to the public and the decision maker.

- The paragraph states: "... , the increased delivery of American River water that would occur under the No Action/No Project Alternative would not be expected to adversely affect the salmonid fisheries."

  Comment: Given all of the rebuttal information provided above, this conclusion is not supported by fact or professionally credible analyses.

D

- The paragraph states: "... The increased deliveries that would occur under the No Action/No Project Alternative during the March through November period would create additional habitat for salmonids, and may further decrease water temperatures during the summer and early fall months."

  Comment: While it is possible that increased deliveries may create additional habitat, this conclusion is not supported by any facts or analyses. In addition, the "replacement" of existing water sources with American River water, depending on what that really means [remember that this concept is not discussed in the DEIS/DEIR according Bureau staff], could actually reduce habitat quality and/or quality. A condition that is inconsistent with the Bureau's recovery obligations under ESA. The conclusion that water temperature may decrease is not supported by any biologically relevant analyses in the DEIS/DEIR. The public and decision maker are again misled by a conclusion not based on fact or scientifically supportable analyses.

The entire presentation of the aquatic resources issues, documentation of the facts, and assessments of the situations should be completely redone by a credible and competent fishery biologist at the senior level. As the document now stands, this section fails to meet the requirements of NEPA and CEQA. By allowing this fatally flawed section to remain, the Bureau is obviously attempting to bias the selection of the final alternative, deliberately misrepresenting the facts, and understating the potential environmental impacts of the proposed project. In addition, a less-than-significant impact does not meet the Bureau's recovery obligations under ESA mandates.

The impact assessments for the other two alternatives (Impact 3.5.11 page 3-85 and Impact 3.5-16 on page 3-87) reach the same conclusions based on the same fatally flawed facts, analyses, and logic breakdowns as used for the No Action/No Project Alternative under Impact 3.5-5 on pages 3-81 and 3-82. The entire impact assessment should be redone using supportable facts, appropriate and biologically relevant analyses, and supported by literature germane to the situation and species involved.

Page 3-55, Splittail: While no splittail have been found in Auburn Ravine, and habitat in Auburn Ravine is probably not suitable, there is lots of suitable habitat in the Eastside Canal and Cross Canal of which Auburn Ravine is a tributary before the Cross Canal enters the Sacramento

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D. Please refer to Master Response 3.1.13, Auburn Ravine.

L-281, pg. 15

River. Splittail have been found in the Cross Canal, and fishermen report catching them there routinely. False attraction of splittail is a real issue, particularly given the fact that water would be diverted year around under the proposed project, whereas it is only diverted seasonally at the present time. Splittail are known to spawn in the lower American River and false attraction is highly likely to occur. This change in diversion pattern could be significant for splittail and salmonids in general.

H

In general, I find the fish resources section and its associated analyses to be generally lacking in biological credibility. As mentioned above, many of the modeling results are biologically on the wrong time step, thereby making impact assessment impossible to support biologically and scientifically. Use of models designed to provide a comparison between planning alternatives might sound fine for some applications, but in this case, it is totally inappropriate, since the environmental and ecological impacts are real. Given the potential impacts to listed species, we cannot afford to go forward with a biased, scientifically indefensible, and skewed justification document such as this one clearly is. The Bureau of Reclamation must broaden the project objective too on of supplying water to PCWA, regardless of the source. Until alternatives other than two variations on the location of a pumping plant in the canyon are carefully examined, the project will clearly violate the mandates of CEQA.

In summary, the Bureau and PCWA should take the following actions to bring the document into compliance with NEPA/CEQA and up to an acceptable level of scientific and professional credibility:

I

1. Withdraw the current document from public circulation and complete a major rewrite and modeling analyses to address many of the issues raised above,

2. Set up an additional, well publicized, meeting to discuss the concepts of "replacement water, discuss the revised project and conclusions reached,

3. Meet with concerned stakeholders/landowners to address their specific concerns and give the public a fair and reasonable chance to contribute to the development of a valid DEIS/DEIR as required under CEQA,

4. Complete additional analyses using the biologically appropriate time steps to evaluate the potential impacts of water temperature and flow changes on the biological resources of Auburn Ravine and the potential impacts to the City of Lincoln's WWTRF design and discharge, and

5. Fairly and adequately consider other alternatives in accordance with the legal requirements of NEPA and CEQA. The current document does not accomplish this task in a defensible manner.

It is important that the project proponents know that no one is trying to stop PCWA from obtaining additional water supplies. That is not an issue. What is at issue is whether or not alternative sources or strategies to obtain the additional water could result in a better project alternative that does not have as many environmental impacts. People understand the undue influence of Congressman Doolittle's wishes in this situation. However, it is incumbent on the

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H. Please refer to Response L-112.O.

I. Please refer to above responses and references. It is noted that the lead agencies held three public stakeholder sessions with interested parties. Additionally, PCWA modified its project operation plan to avoid potential impacts related to release of raw American River water into Auburn Ravine through a costly double-pumping procedure. The lead agencies believe that they have fully complied with all requirements of NEPA and CEQA, and that the conclusions in the EIS/EIR reflect the best scientific judgment of professional scientists with expertise in the areas addressed by the document. Please refer to Master Response 3.1.13, Auburn Ravine.

L-281, pg. 16

Bureau and PCWA to comply with the provisions of NEPA/CEQA and the ESA. I ask that the project proponents complete a fair and technically defensible DEIS/DEIR that meets the requirements of the law. Please drastically alter the "shoddy" justification document you now have foisted on the public. Make it right.

If you have any questions, please feel free to contact me at (916) 645-1235.

Sincerely,

Randy Bailey

Randy Bailey

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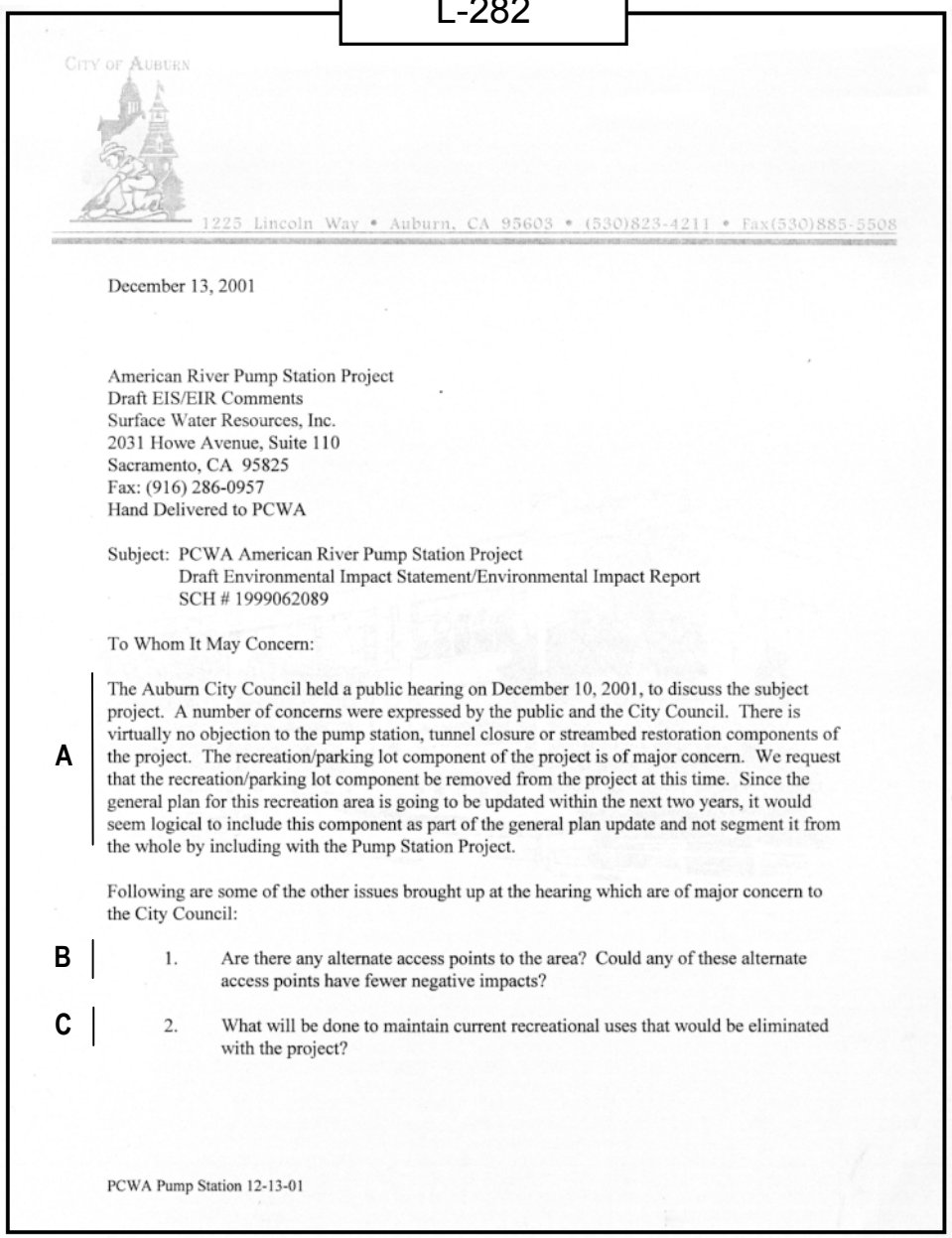
L-282



CITY OF AUBURN

1225 Lincoln Way • Auburn, CA 95603 • (530)823-4211 • Fax(530)885-5508

December 13, 2001

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825
Fax: (916) 286-0957
Hand Delivered to PCWA

Subject: PCWA American River Pump Station Project
Draft Environmental Impact Statement/Environmental Impact Report
SCH # 1999062089

To Whom It May Concern:

A The Auburn City Council held a public hearing on December 10, 2001, to discuss the subject project. A number of concerns were expressed by the public and the City Council. There is virtually no objection to the pump station, tunnel closure or streambed restoration components of the project. The recreation/parking lot component of the project is of major concern. We request that the recreation/parking lot component be removed from the project at this time. Since the general plan for this recreation area is going to be updated within the next two years, it would seem logical to include this component as part of the general plan update and not segment it from the whole by including with the Pump Station Project.

Following are some of the other issues brought up at the hearing which are of major concern to the City Council:

B 1. Are there any alternate access points to the area? Could any of these alternate access points have fewer negative impacts?

C 2. What will be done to maintain current recreational uses that would be eliminated with the project?

PCWA Pump Station 12-13-01

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.10, Project Access.

C. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-282, pg. 2

D

3. The area abuts residential neighborhoods and is located in a high fire severity zone. Unfortunately the possibility of a fire in the canyon increases with greater accessibility. Besides fire mitigations, are there alternate locations for parking lots that would cause less of an impact on the residential neighborhoods?

E

4. Increased traffic on Maidu Drive with related safety and noise impacts on nearby residents.

5. An increase in the potential for crime and a burden on the Auburn Police Department, the nearest "first response" law enforcement jurisdiction.

The Council requests that additional study be done on these items and appropriate mitigation measures be provided.

Also please find enclosed additional comments provided to the City Council in a leaflet titled "Neighborhood Impact: American River restoration project and planned recreation parking facility."

If you have any questions please call Paul Ogden, City Manager, (530) 823-4211; ext. 192

Sincerely,

Jodie Hale

Jodie Hale
Mayor

cc: City Council
City Manager
Community Development Director
Public Works Director
David Breninger, PCWA

PCWA Pump Station 12-13-01

D. Please refer to Master Response 3.1.9, Fire Management.

E. Please refer to Master Response 3.1.6, Public River Access Features.

L-282, pg. 3

Neighborhood Impact:
American River restoration project and planned Recreation parking facility

Are you aware?

A major project is underway to restore the river channel and add RECREATION AND PARKING FACILITIES in the canyon just below our neighborhood.

- An entrance station to a new State Parks facility to the American River is planned on Maidu Drive.

Maidu Drive Neighborhood Information Session meeting November 7, 2001 came up with the key concerns from neighbors who attended the meeting:

1. If the intent of the project is to restore the river to it its historic pre-dam channel when there was no parking, **WHY IS IT NOW NECESSARY TO INCLUDE ROADS AND PARKING FOR RECREATIONAL USAGE?**
2. **INCREASED VEHICLE TRIPS BEYOND WHAT THE EIS/EIR IS PREDICTING.** The Presenters and the EIR contend that at peak recreation use there will be an increase of 210 vehicle trips in addition to the 1500-2000 vehicle trips per day that the City of Auburn Traffic Engineering study states. Many Residents felt that the Auburn Traffic Engineering study for Maidu Drive was on the low side and that ANY additional traffic is traffic we don't need. If the parking lots are full, visitors will be turned away at the manned gate on Maidu Drive. This means that vehicle will continue on and end up on Riverview Drive or turn around and return to Auburn- Folsom Road and that Maidu Drive will end up with many more vehicle trips than the current draft EIS/EIR is suggesting.
3. **SCHOOL CHILDREN SAFETY CONCERNS** for the Maidu Drive Area. Children from residences on the south side of Maidu Drive must cross Maidu to reach the Skyridge school. Increased traffic during construction, 35 to 70 additional vehicle trips, plus peak recreational increase of up to 210 vehicle trips will expose school children to unwanted and unneeded danger.
4. **INCREASED TRAFFIC NOISE** especially during pump station construction that would last about 2 years.
5. **INCREASED FIRE DANGER** to homes that border the canyon as a result of increased human and vehicle activity down in the canyon. There is no current plan in place that would protect homes as result of increased human recreational activity in the canyon. A fire plan is in the planning stages but would not be put into effect until after Pump Station construction is finished. The Residents felt that a fire plan should be activated at the beginning of construction and that elimination of proposed recreational facilities would be the best approach to fire protection for homes. There was a general feeling that the project should not move forward until fire hazard concerns are addressed.
6. **SAFTEY AND SECURITY** from undesirables that the recreation and parking facilities will likely draw from outside of Auburn. The presenters did not have any response for this issue although the Park Ranger did review situations and frequency of occurrences that could happen, vandalism being the most prominent. For the most part, the residents of the Maidu Drive neighborhoods have experienced peaceful living for several years. Opening the proposed section of the river to recreational use could and probably will open the door to an increase of people problems. The EIS/EIR does not affectedly address this situation.
7. **IS THERE ANY TECHNICAL LINK BETWEEN THE PLANNED RECEATIONAL PARKING FACILITIES AND THE CONSTRUCTION OF THE PUMP STATION?** The Presenters responded NO to this question. This means that in terms of local Maidu Drive neighborhood interest and benefits there is no reason to include recreational facilities in the project if the main purpose is to pump water from the river. In fact, it was noted by one Resident that except for water, there are no other desirable benefits for a majority of the residents of the Maidu Drive area. Many of the residents agreed with this point of view.

INCREASED LITTER ON MAIDU DRIVE has been noticed since the expansion of the PCWA facilities on Maidu Drive. Adding recreational parking facilities which means more traffic, will more than likely increase litter. What agency will pick up the litter on Maidu Drive since it is not part of the proposed ASRA recreational facility?

L-282, pg. 4

9 **RIVER POLLUTION FROM VEHICLES IN PARKING LOTS** may occur especially during the Winter and Spring seasons. This is especially true for the lower 20 space parking lot that is very close to the river.

10. **RESIDENTS ALONG RIVERVIEW DRIVE ARE CONCERNED ABOUT INCREASED TRAFFIC FROM VEHICLES** taking short cuts to reach downtown or other parts of Auburn from Maidu Drive. Riverview Drive is currently plagued by through traffic, as many as 1000 vehicle trips per day. Many vehicles are traveling much faster than the residential speed limit. The draft EIS/EIR does not acknowledge or consider the affects of the proposed recreational traffic on local residential streets especially if the parking lots are full.

11. **PROPOSED PROJECT COST:** The weak national and state economies and the September 11th Event is straining federal and state budgets. It was noted by residents that yes we probably need the water, therefore the pumps, but the additional millions of dollars for reconstructing the river channel to pre-dam condition and adding recreational facilities cannot be justified, especially at this time in history.

12. **RECREATIONAL NOISE**: Although the EIS/EIR addresses construction project noise, IT DOES NOT REALLY ADDRESS RECREATIONAL NOISE, the primary concern of many residents as voiced at the meeting. The California Department of Parks and Recreation can attest to the fact that the river confluence area at Hwy. 49 has had noise problems especially with those playing drums. This is not a situation that residents in the Maidu Drive area wanting to experience. The residents north of Maidu Drive currently experience noise from the fairgrounds and downtown Auburn area and the PCWA service location. The EIS/EIR does not address the addition of potential recreational noise problems that more than likely will occur as result of allowing additional vehicles and humans into the river canyon.

13. **RECREATIONAL AREA PARKING ACCESS VIA MAIDU DRIVE IS BEING PROPOSED**. Most of the Residents were concern and upset regarding this choice of ingress/egress. When asked about Pacific Avenue as an access point, the Presenters responded that it would be MORE COSTLY to use that route. Also, the draft EIS/EIR on page 3-293 states that "to minimize traffic-related impacts to the future camping area near American River Canyon Overlook, construction traffic would avoid use of Pacific Avenue". Residents were surprised that deference was given to campers versus those living in the Maidu Drive neighborhoods. The Presenters were unable to successfully validate the choice of Maidu Drive versus Pacific Avenue which is already in a commercial area with no residential homes. Pacific Avenue also has Railhead Park and the Skateboard Park. Access to parking facilities via Pacific Avenue would solve many traffic, litter, noise and safety concerns.

Written comments and opinions regarding this project must be faxed or hand delivered to:

American River Pump Station Project
Draft EIR /EIS Comments
Surface Water Resources, Inc.
2031 Howe Ave., Suite 110
Sacramento, CA 95825 Or Fax to: 916-286-0957

BY THE END OF THE BUSINESS DAY TUESDAY NOVEMBER 13, 2001

Due to the Veterans Holiday, we are planning to hand deliver responses from the neighborhood to make sure they are received on Tuesday, November 13 since their will be no mail delivery 11/12.

ase drop off your response to Ron Pinnick, 565 Riverview Drive by Tuesday Noon Nov. 13, 2001 OR call and we will pick up your response – 530-889-1202 – if you reach the recorder just leave your address and then place your response by your front door. We will make pick-ups once a day. Thanks for your support – Ron & Laura Pinnick

L-283

December 13, 2001

American River Pump Station Project
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

RE: Draft EIS/EIR, American River Pump Station Project

A | Complete public recreation access should be provided along and across the North
B | Fork American River in the project area with any alternative selected. Temporary closures for construction must be limited to immediate areas of active work. This reach of river has been boated for many decades as a beginner run and for training.
C | Re-routing the channel is a significant impact in itself and requires mitigation of additional access. Closure orders by the Superintendent of the American River
D | District of the California Department of Parks and Recreation are not posted and do not keep visitors away from the former dam site. The faded sign on the Highway 49 bridge that once read "No Rafts Past This Point" suggested closure was for commercial rafters but not for kayaks, canoes, catarafts, or inner tubes. The tunnel
E | has been floated safely by persons of all abilities in a variety of crafts, and claims of inherent hazards are unfounded. PCWA engineers have safely rafted in diversion
D | tunnels of the Auburn Dam project. If boaters see a hazard such as flooding, they carry their boats out of the canyon or portage around the hazard, but boaters avoid extreme weather that causes flooding. Some boating occurs at night with lights with
F | summer releases from Oxbow Dam. The project would significantly affect the Class II rapid at Tamaroo Bar, the most scenic, interesting and challenging rapid below Highway 49. Mitigation options considered for this impact in the EIS/EIR should
G | include improving public access for boating take-out and put-in at the project site.
H | The EIS/EIR should include specific and complete descriptions of conditions affecting boating at the site; the draft gives only unsubstantiated opinions or in-
I | house references not publicly available. The access plan should include parking for at least 200 vehicles near the river, paved vehicle road, and a pedestrian bridge
J | across the river. Safety of the facilities and parking in the floodplain should be addressed. Ownership of the river bed by the California State Lands Commission
K | and the public trust interests involved should be fully mapped and described in the final EIS/EIR. The existing channel gradient and easy level of boating difficulty
L | should be maintained through the project area, and any anticipated changes to river user profiles should be fully described.

Thank you very much for your consideration.

Anthony Giglierano
508 B Pine Garden Lane
Secto, CA. 95825

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

B. Please refer to Master Response 3.1.3, Recreation Trail Access During Construction. As noted in the Draft EIS/EIR, the project area from ½ mile upstream of the bypass tunnel inlet to ½ mile downstream of the bypass tunnel outlet is officially closed to water contact recreation.

C. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

D. In an effort to protect public health and safety as described in Order #318-02-91, CDPR limits recreation use in the Auburn Dam construction area, including one-half mile upstream and one-half mile downstream from the Auburn Dam foundation. While the order does have provisions that exempt specific trail routes from closure, all other public uses are prohibited. While the present status of the sign on the Highway 49 bridge is unknown, all of the Auburn SRA posted orders are publicly displayed on a signboard outside of the Auburn Sector office on Highway 49.

E. Please refer to Master Response 3.1.4, Auburn Dam Construction Bypass Tunnel.

F. Please refer to Master Response 3.1.7, Tamaroo Bar. The public river access features are specifically designed for the purpose of providing safe boating access at the project site.

G. Please refer to Response L-5.X.

H. Certain project-related documentation is available for public review at the lead agency offices.

I. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail and Master Response 3.1.6, Public River Access Features.

J. CDPR anticipates that staff would patrol the vehicle access road, parking areas and turn around twice per day during the season of use. To the extent possible CDPR also would utilize volunteer staff, such as the Canyon Keepers, to help patrol and monitor the areas of vehicle access proposed as part of this project. The public access facilities would be closed at times when flooding was of concern for public safety. Please also refer to Master Response 3.1.6, Public River Access Features.

K. The California State Lands Commission has not determined their limit of jurisdiction in this section of the American River and does not require a lease at this time. There are no plans to determine this limit without a specific legislative request. In the event that jurisdiction would be determined in the future, the lead agencies would be required to obtain a navigational trust easement.

L. Please refer to Response L-5.X.

L-284

COMMENTS

ON THE

AMERICAN RIVER PUMP STATION

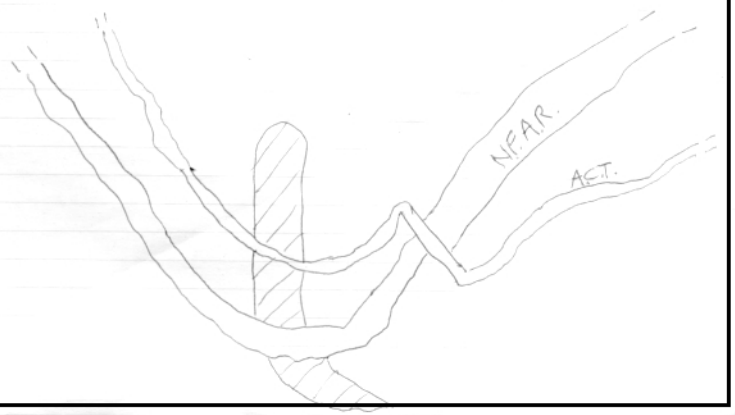
DRAFT EIS/EIR

SUBMITTED TO

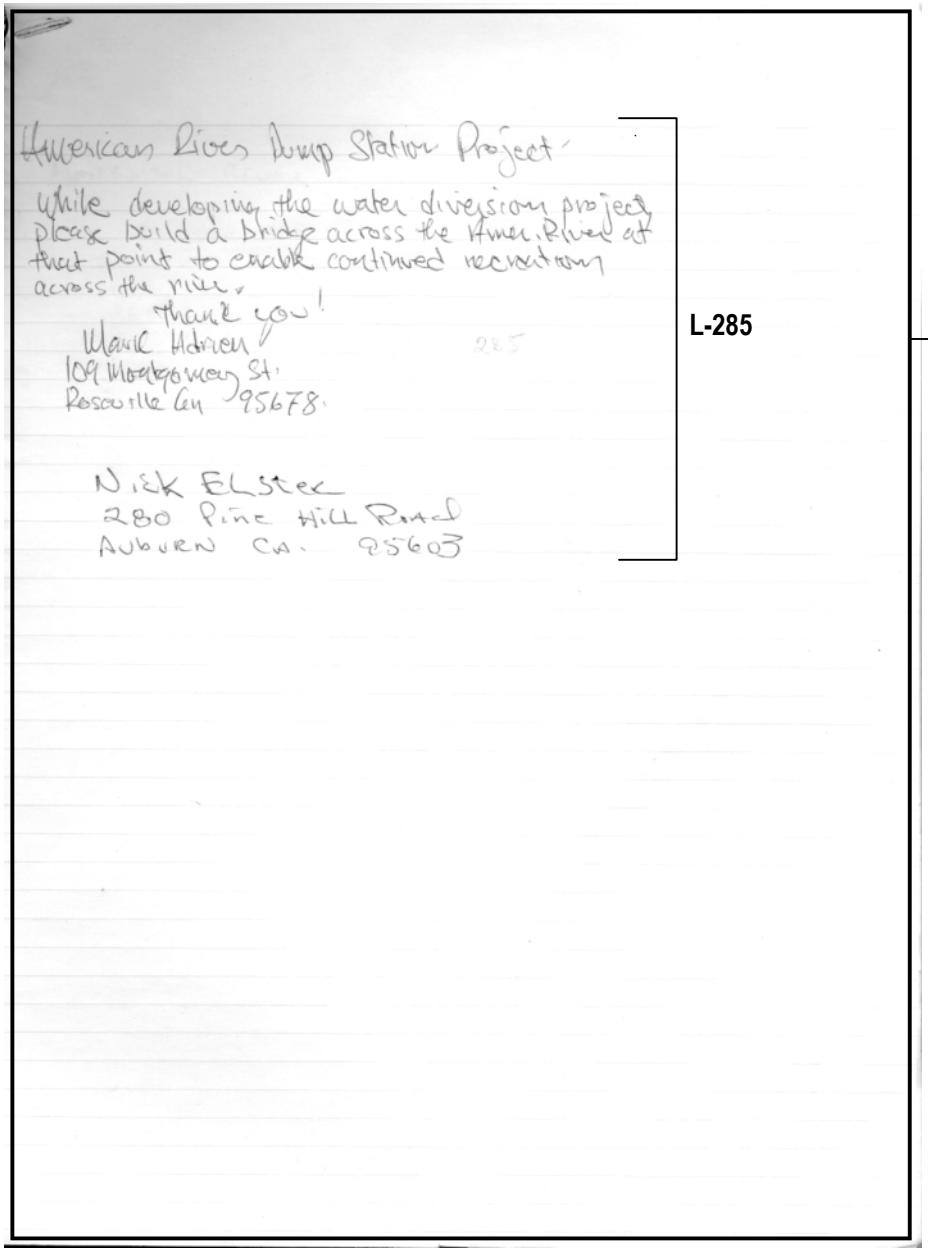
USBR AND PCWA

c/o SWRI
2031 HOWE AVE. #110
SACRAMENTO, CA 95825

DECEMBER 13, 2001



No comment was stated.



American River Pump Station Project

While developing the water diversion project please build a bridge across the Amer. River at that point to enable continued recreation across the river.

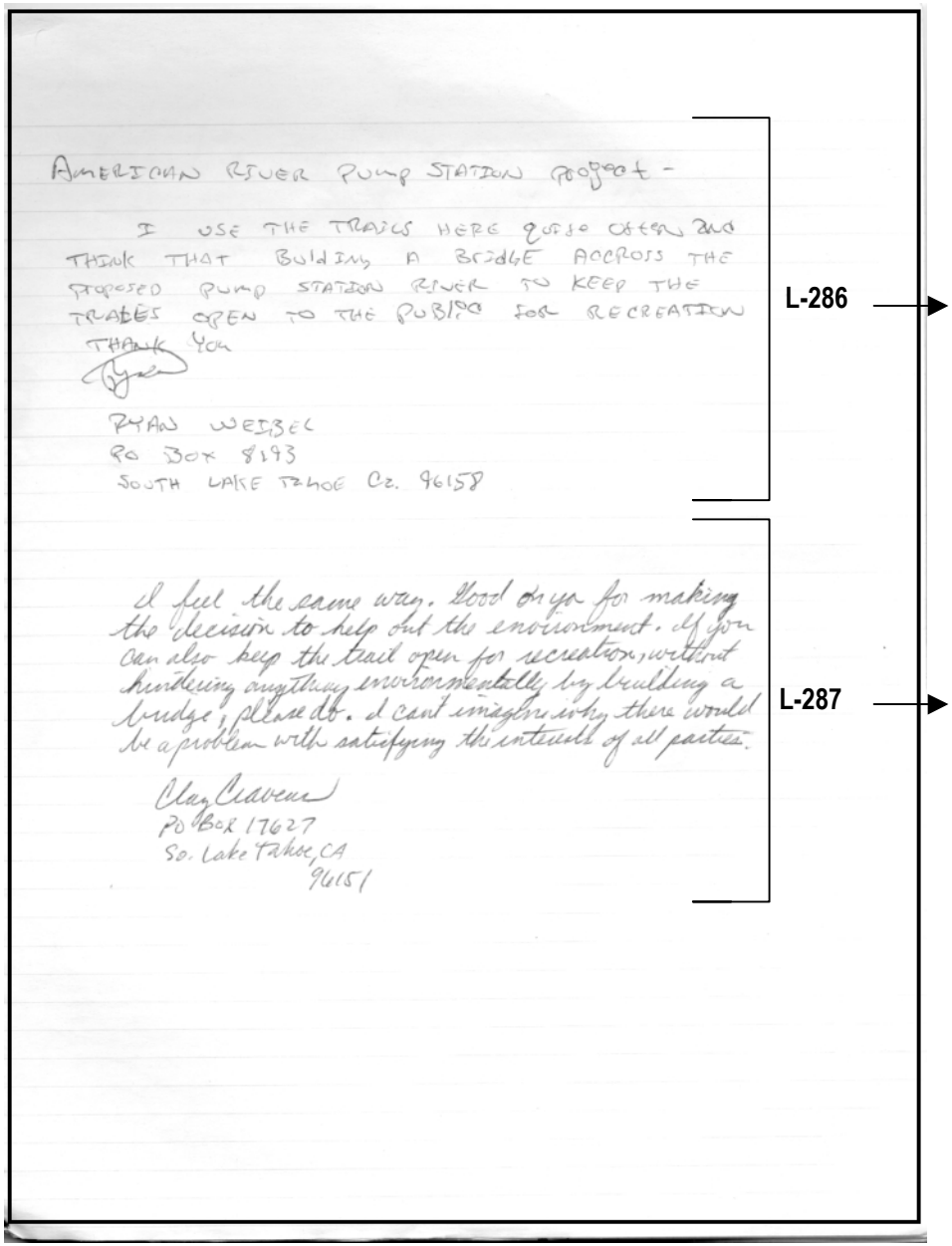
Thank you!

Mark Adrien
109 Montgomery St.
Roseville Ca 95678.

Nick Elster
280 Pine Hill Road
Auburn CA. 95603

L-285

Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.



AMERICAN RIVER PUMP STATION PROJECT -

I USE THE TRAILS HERE QUITE OFTEN AND THINK THAT BUILDING A BRIDGE ACCROSS THE PROPOSED PUMP STATION RIVER TO KEEP THE TRAILS OPEN TO THE PUBLIC FOR RECREATION

THANK YOU

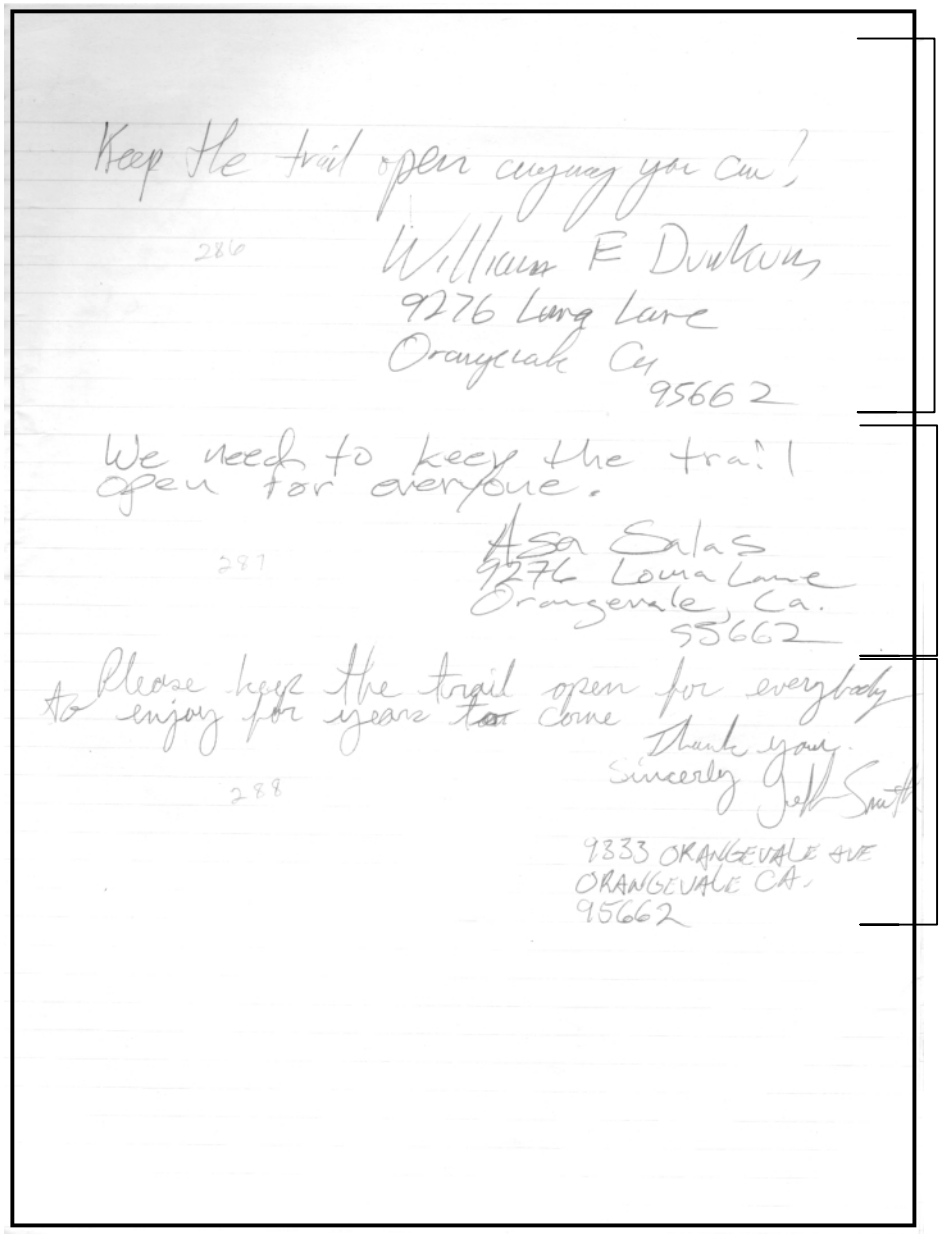
RYAN WEIBEL
PO BOX 8193
SOUTH LAKE TAHOE CA. 96158

I feel the same way. Good on ya for making the decision to help out the environment. If you can also keep the trail open for recreation, without hindering anything environmentally by building a bridge, please do. I cant imagine why there would be a problem with satisfying the intents of all parties.

Clay Cravens
PO BOX 17627
So. Lake Tahoe, CA
96151

L-286 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

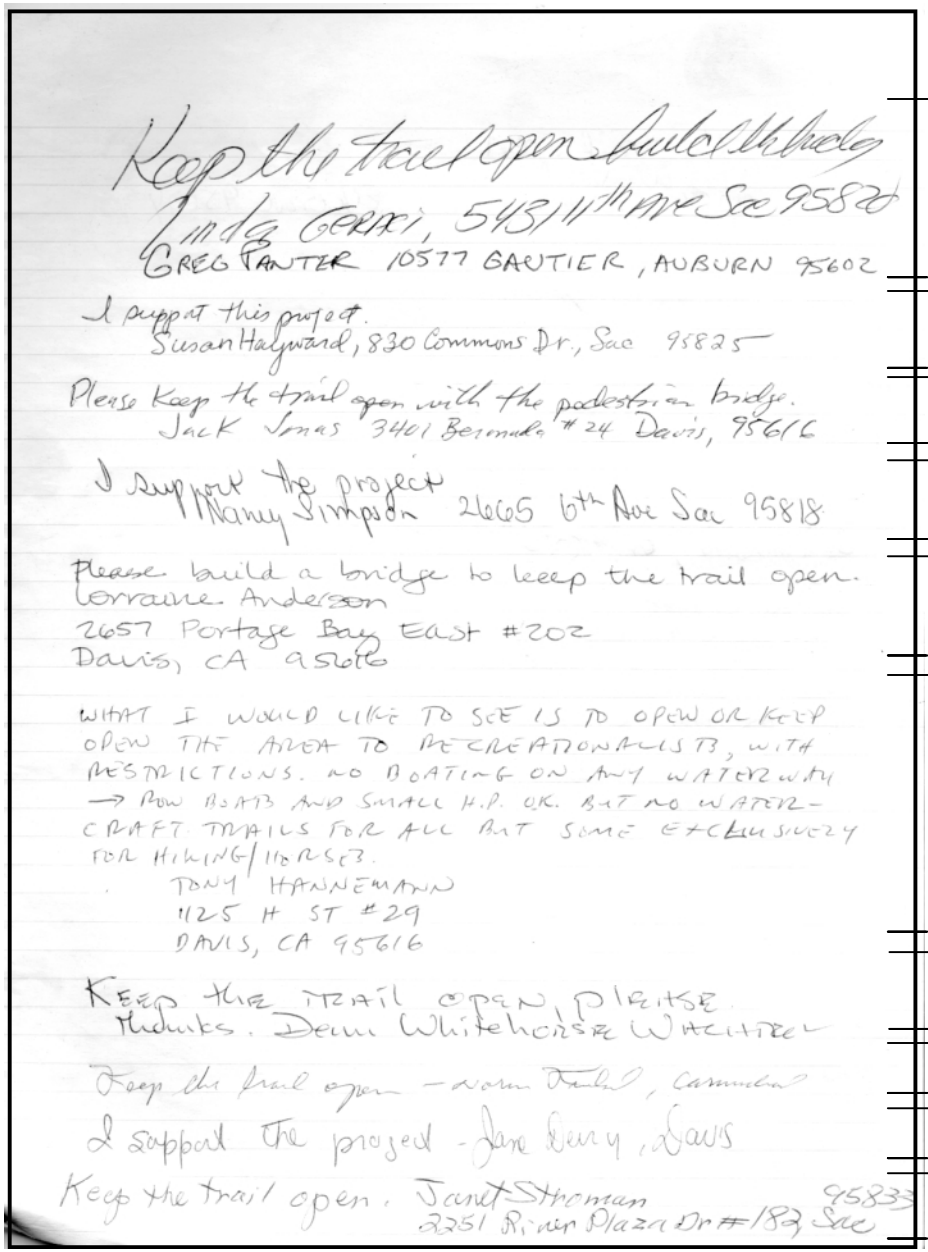
L-287 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.



L-288 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-289 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-290 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.



L-291 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-292 → Project support noted.

L-293 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-294 → Project support noted.

L-295 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

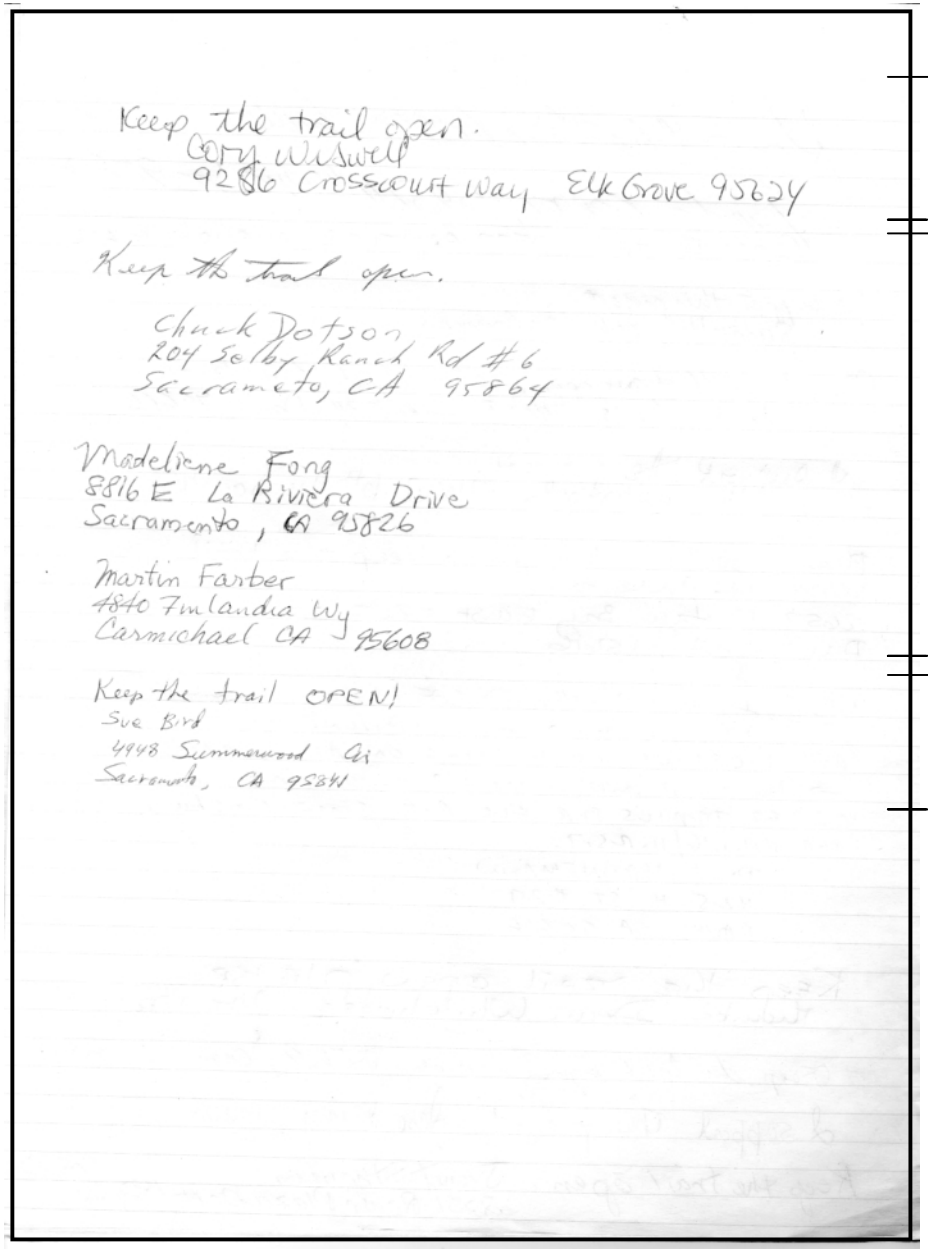
L-296 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail

L-297 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-298 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-299 → Project support noted.

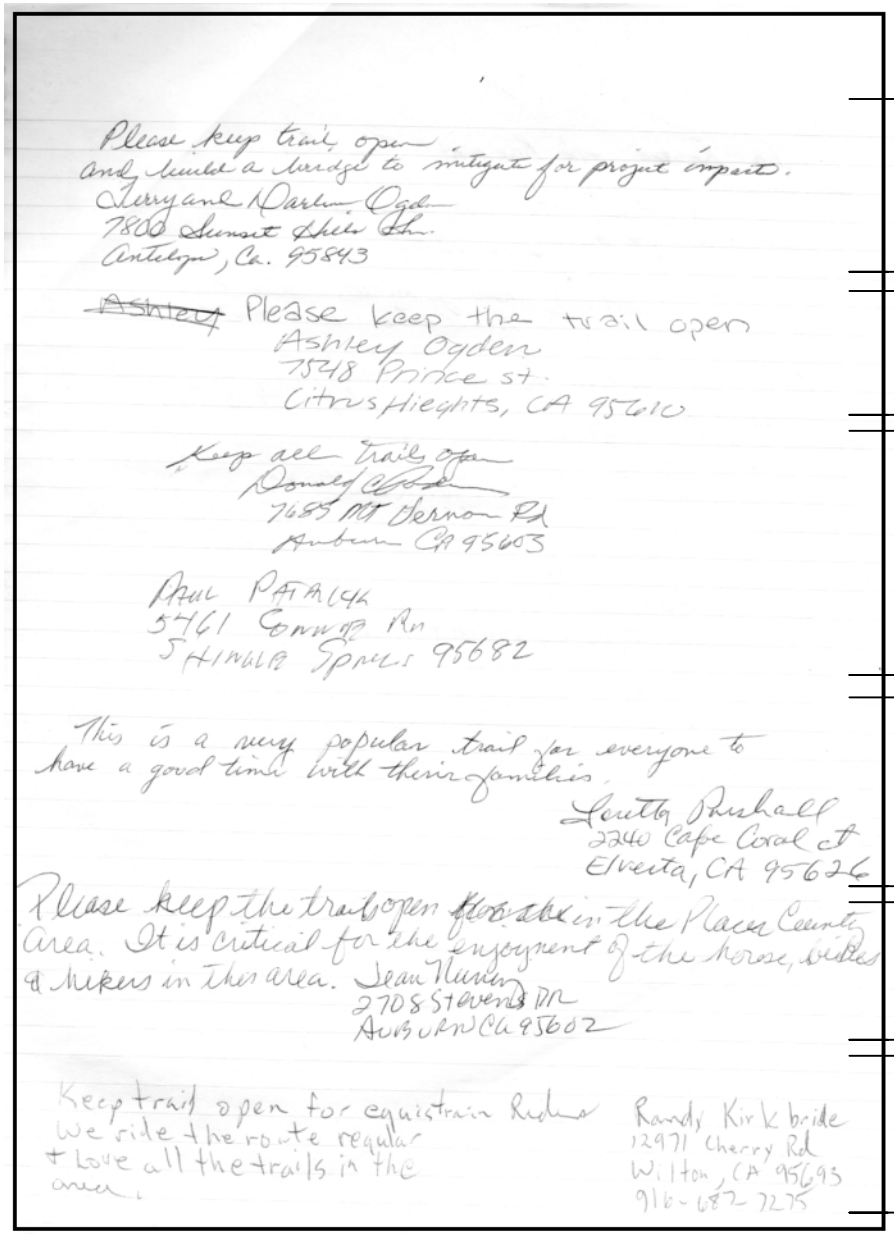
L-300 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.



L-301 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-302 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-303 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.



L-304 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

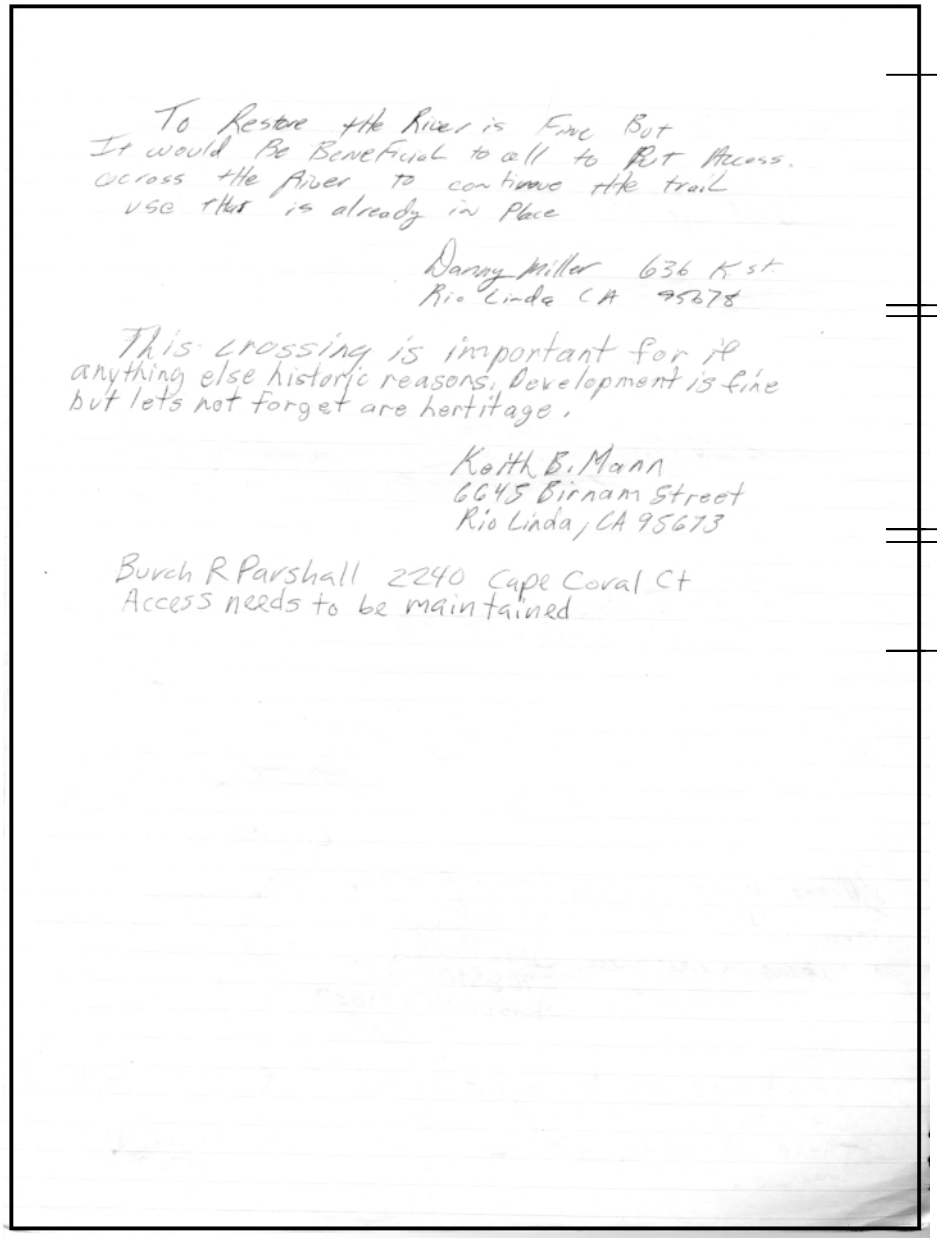
L-305 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-306 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-307 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-308 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-309 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.


To Restore the River is Fine But
It would Be Beneficial to all to Put Access.
across the River to continue the trail
use that is already in Place

Danny Miller 636 K st
Rio Linda CA 95673

This crossing is important for A
anything else historic reasons. Development is fine
but lets not forget are hertitage.

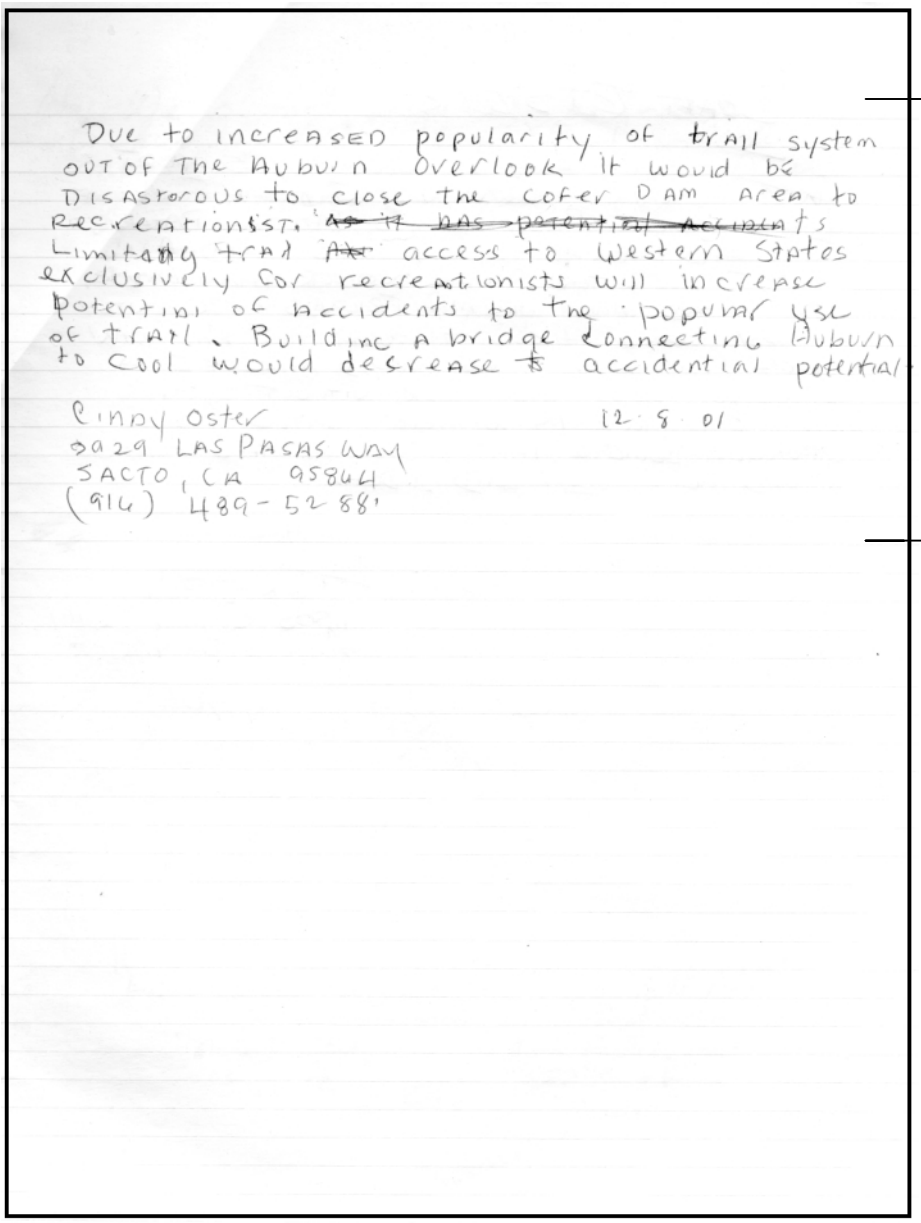
Keith B. Mann
6645 Birnam Street
Rio Linda, CA 95673

Burch R Parshall 2240 Cape Coral Ct
Access needs to be maintained

L-310 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-311 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

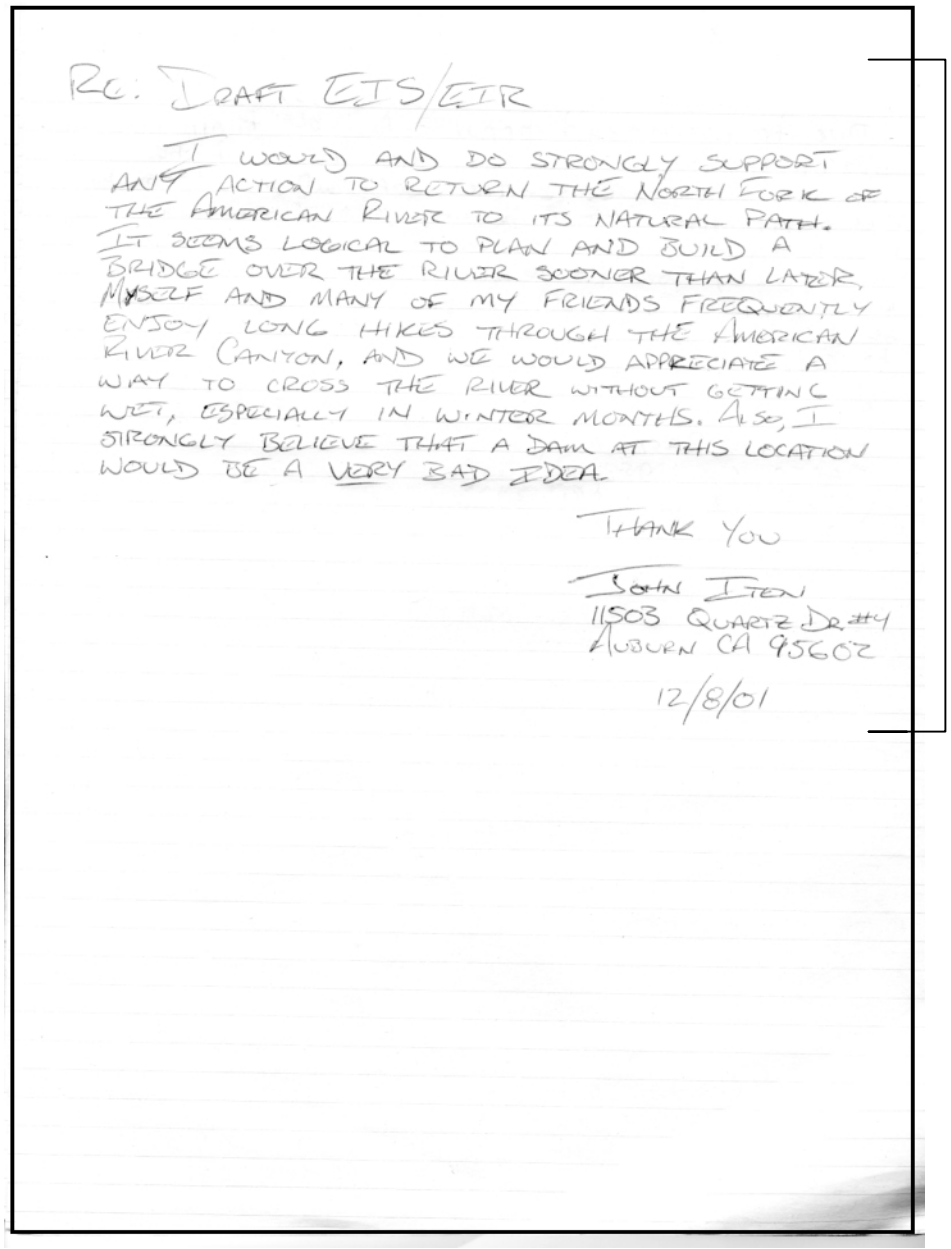
L-312 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.



Due to increased popularity of trail system out of the Auburn Overlook it would be disastrous to close the Cofer Dam Area to Recreationist. ~~As it has potential accidents~~ Limiting trail ~~Ac~~ access to Western States exclusively for recreationists will increase potential of accidents to the popular use of trail. Building a bridge connecting Auburn to Cool would decrease ~~s~~ accidential potential

Cindy Oster 12-8-01
3029 Las Pasas Way
Sacto, CA 95864
(916) 489-5288

L-313 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.



re: Draft EIS/EIR

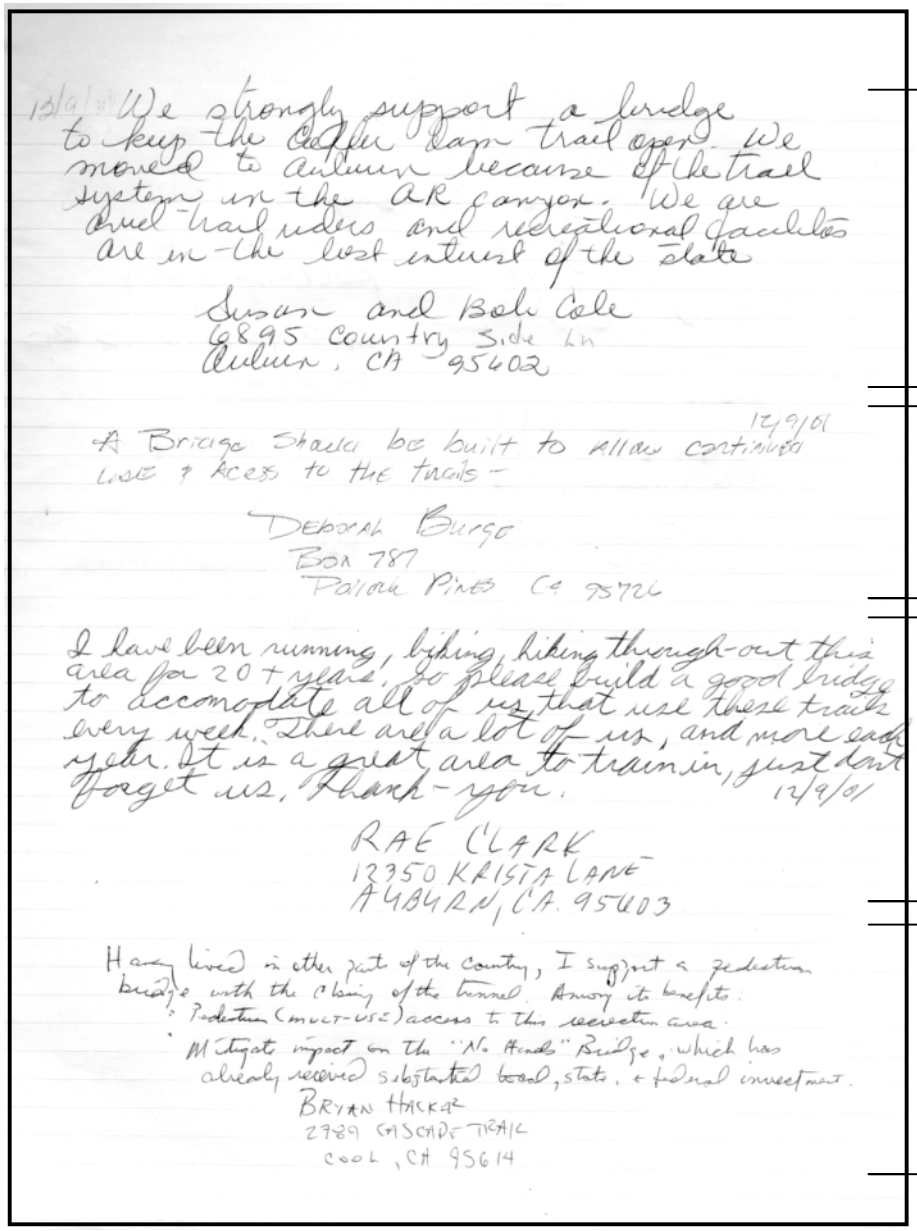
I would and do strongly support any action to return the North Fork of the American River to its natural path. It seems logical to plan and build a bridge over the river sooner than later. Myself and many of my friends frequently enjoy long hikes through the American River Canyon, and we would appreciate a way to cross the river without getting wet, especially in winter months. Also, I strongly believe that a dam at this location would be a very bad idea.

Thank you

John Iten
11503 Quartz Dr. #4
Auburn CA 95602

12/8/01

L-314 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.



We strongly support a bridge to keep the Auburn Dam trail open. We moved to Auburn because of the trail system in the AR Canyon. We are avid trail riders and recreational facilities are in the best interest of the State

Susan and Bob Cole
6895 Country Side Ln
Auburn, CA 95602

12/9/01
A Bridge should be built to allow continued use & access to the trails -

Deborah Burgo
Box 787
Foresthill CA 95726

I have been running, biking, hiking through-out this area for 20+ years, so please build a good bridge to accomodate all of us that use these trails every week. There are a lot of us, and more each year. It is a great area to train in, just don't forget us, Thank-you. 12/9/01

RAE CLARK
12350 KRISTA LANE
AUBURN, CA. 95603

Having lived in other part of the country, I support a pedestrian bridge with the closing of the tunnel. Among its benefits:
- Pedestrian (multi-use) access to this recreation area.
- Mitigate impact on the "No Hands" Bridge, which has already received substantial local, state, & federal investment.

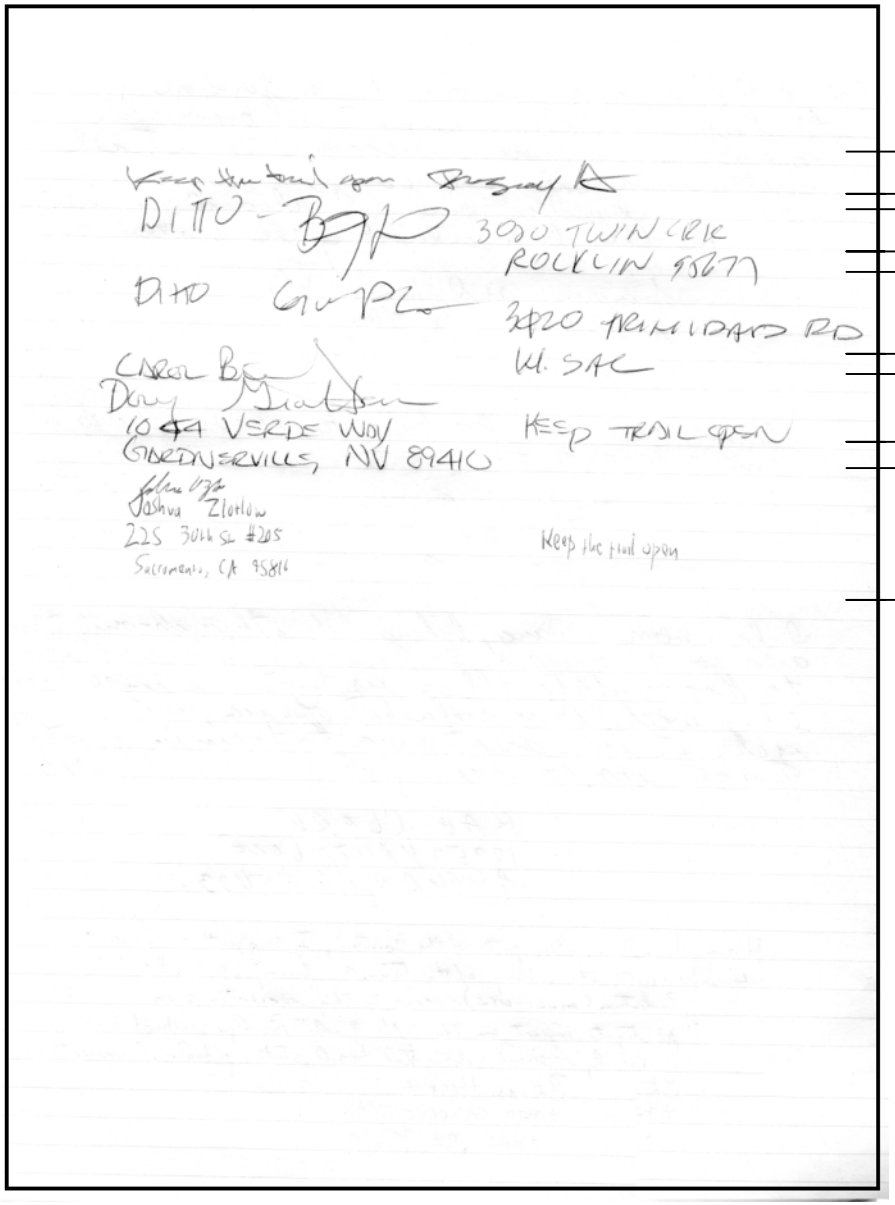
BRYAN THACKER
2989 CASCADE TRAIL
COOL, CA 95614

L-315 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-316 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-317 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-318 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.



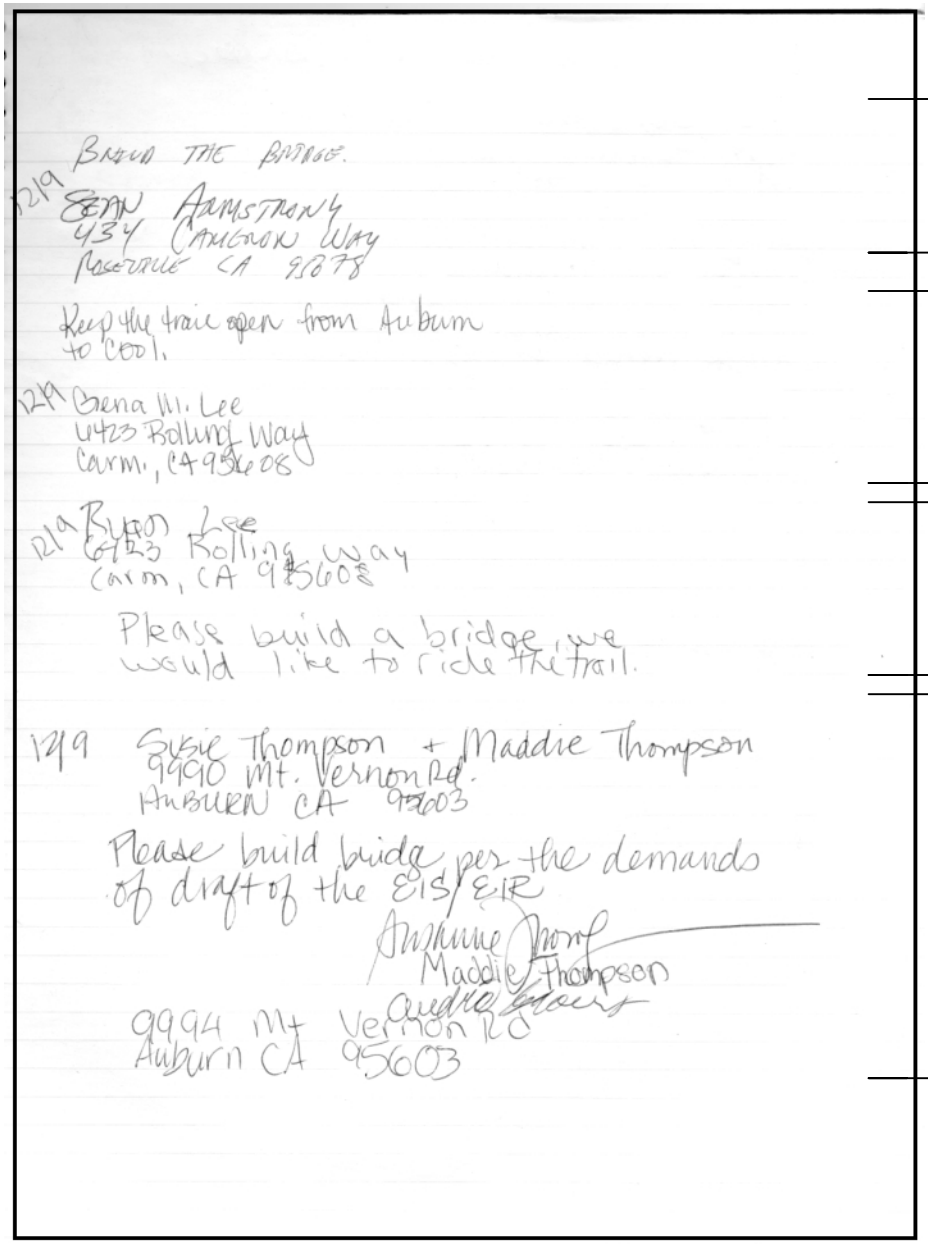
L-319 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-320 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-321 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-322 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-323 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

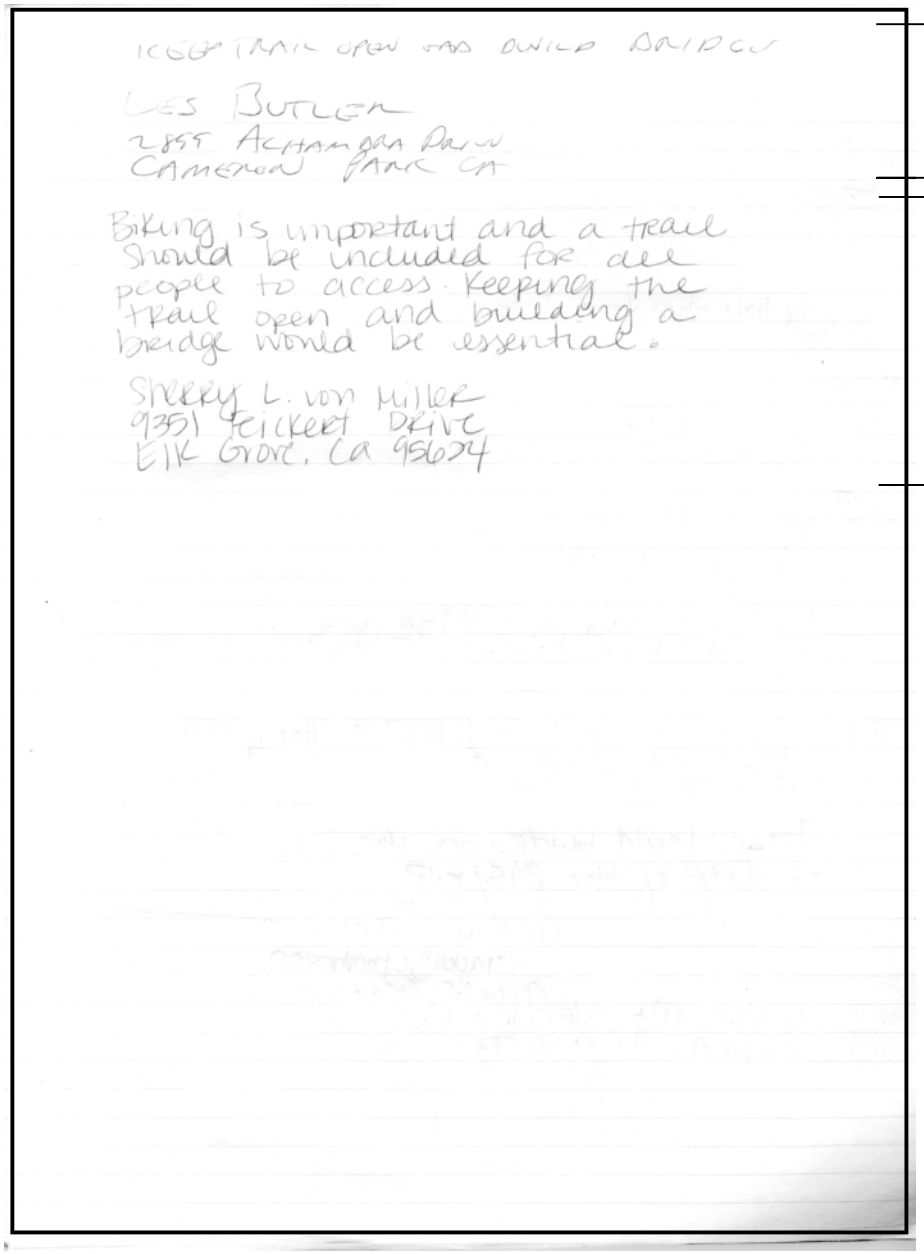


L-324 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-325 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-326 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-327 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.



KEEP TRAIL OPEN AND BUILD BRIDGE

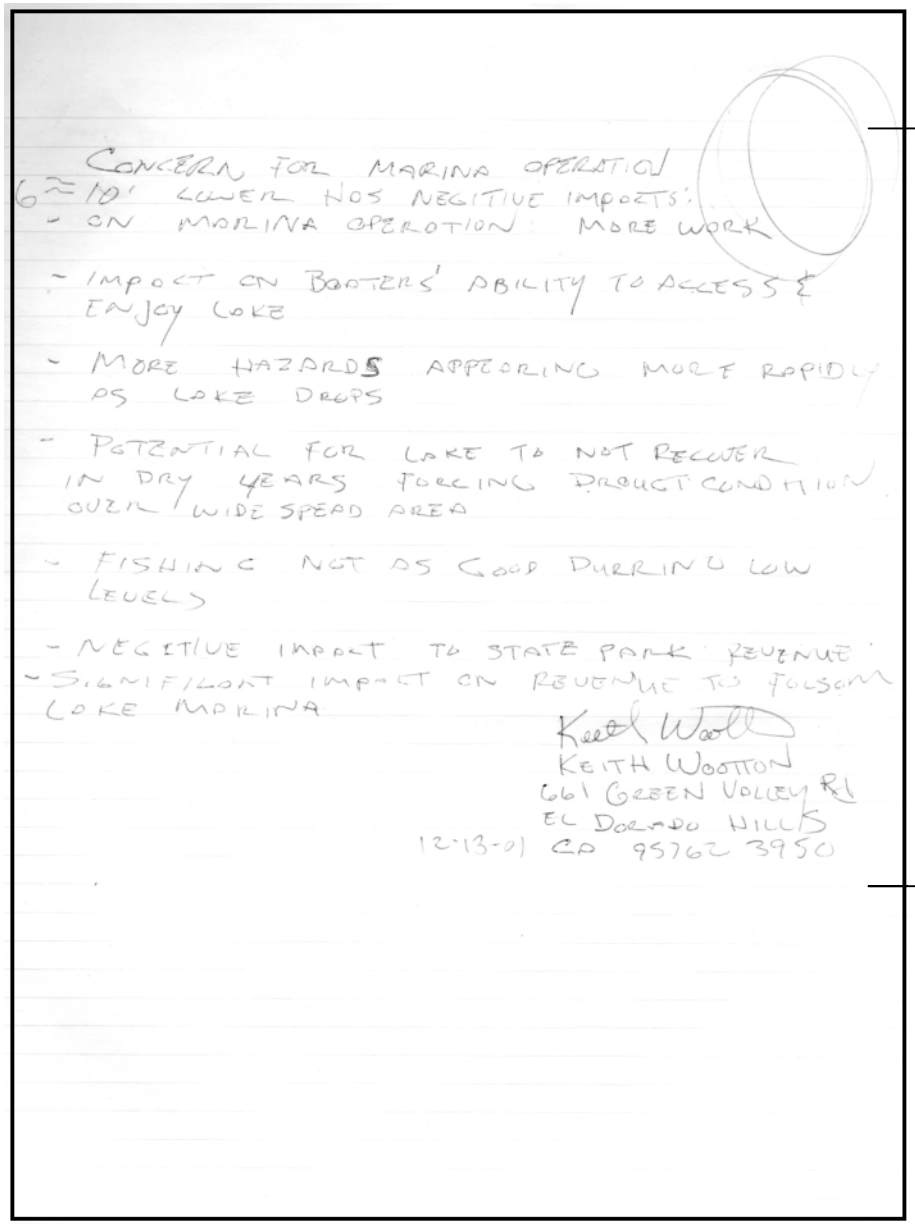
LES BUTLER
2855 ALHAMBRA DRIVE
CAMERON PARK CA

Biking is important and a trail should be included for all people to access. Keeping the trail open and building a bridge would be essential.

Sherry L. von Miller
9351 Feickert Drive
Elk Grove, Ca 95624

L-328 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

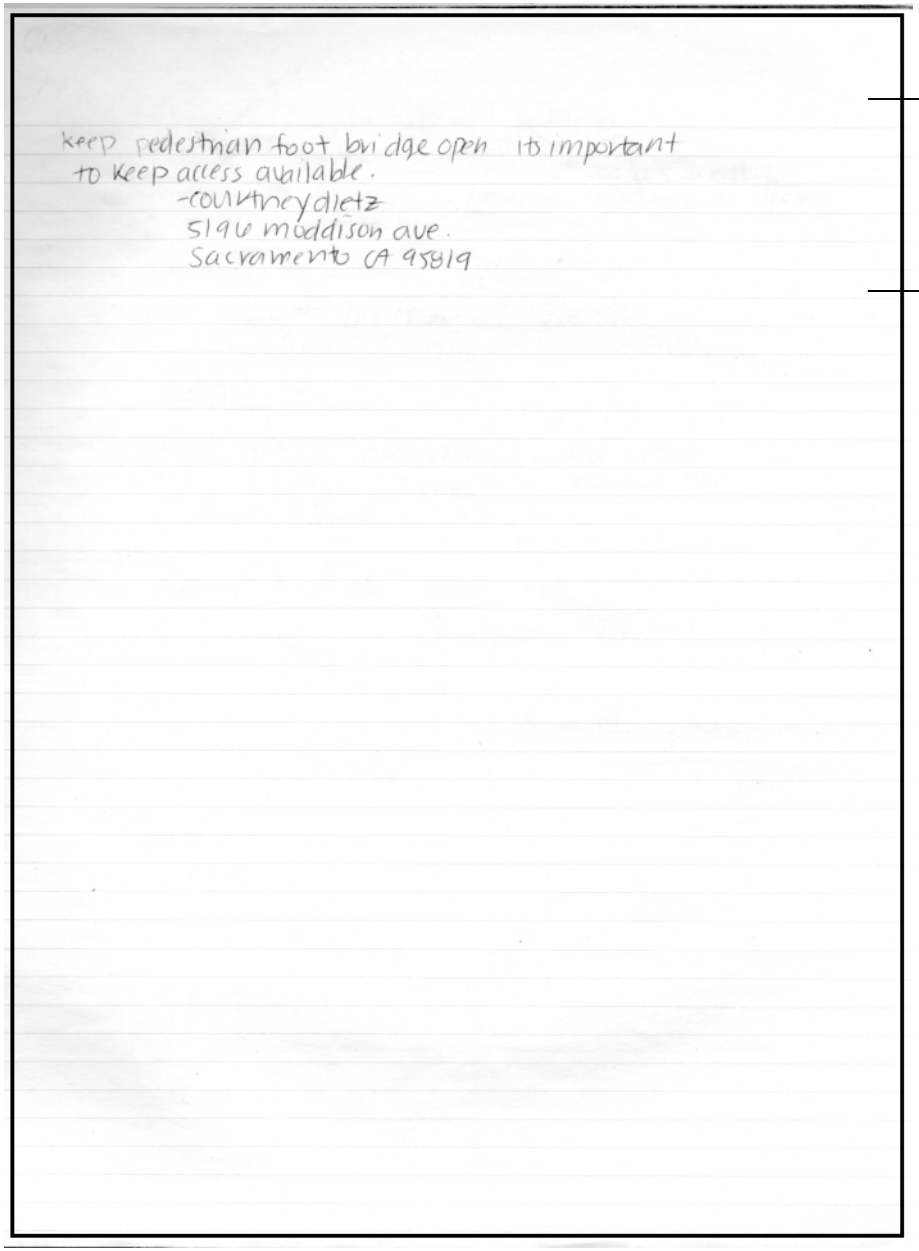
L-329 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.



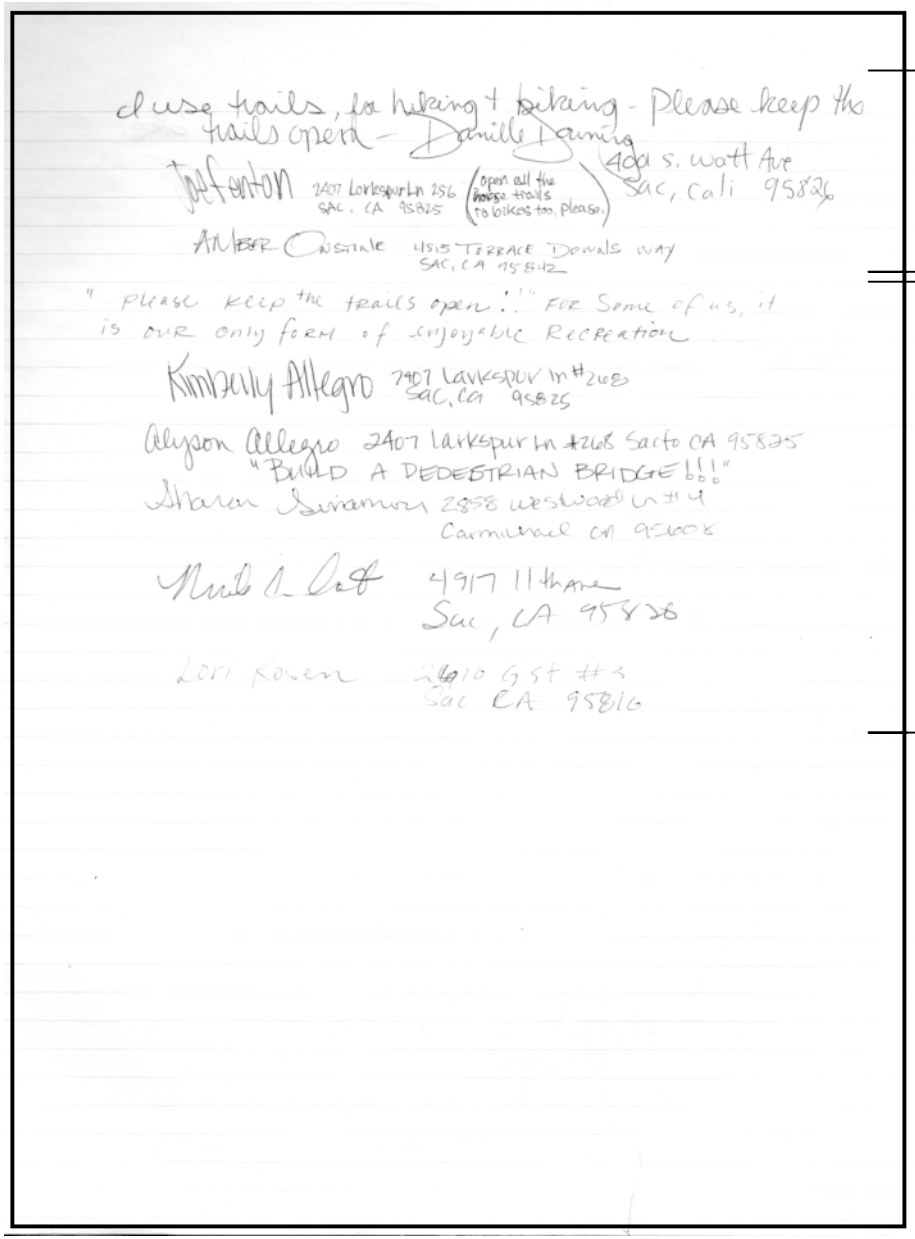
CONCERN FOR MARINA OPERATION
6 ≈ 10' LOWER NOS NEGITIVE IMPACTS:
- ON MARINA OPERATION: MORE WORK
- IMPACT ON BOATERS' ABILITY TO ACCESS & ENJOY LAKE
- MORE HAZARDS APPEARING MORE RAPIDLY AS LAKE DROPS
- POTENTIAL FOR LAKE TO NOT RECOVER IN DRY YEARS FORCING DROUGHT CONDITION OVER WIDE SPEAD AREA
- FISHING NOT AS GOOD DURRING LOW LEVELS
- NEGITIVE IMPACT TO STATE PARK REVENUE
- SIGNIFICANT IMPACT ON REVENUE TO FOLSOM LAKE MARINA

Keith Wootton
KEITH WOOTTON
661 GREEN VALLEY RD
EL DORADO HILLS
12-13-01 CA 95762 3950

L-330 → The Draft EIS/EIR includes an evaluation of potential recreation-related impacts at Folsom Reservoir according to widely-used significance criteria (Chapter 3.0, Section 3.8, Recreation).

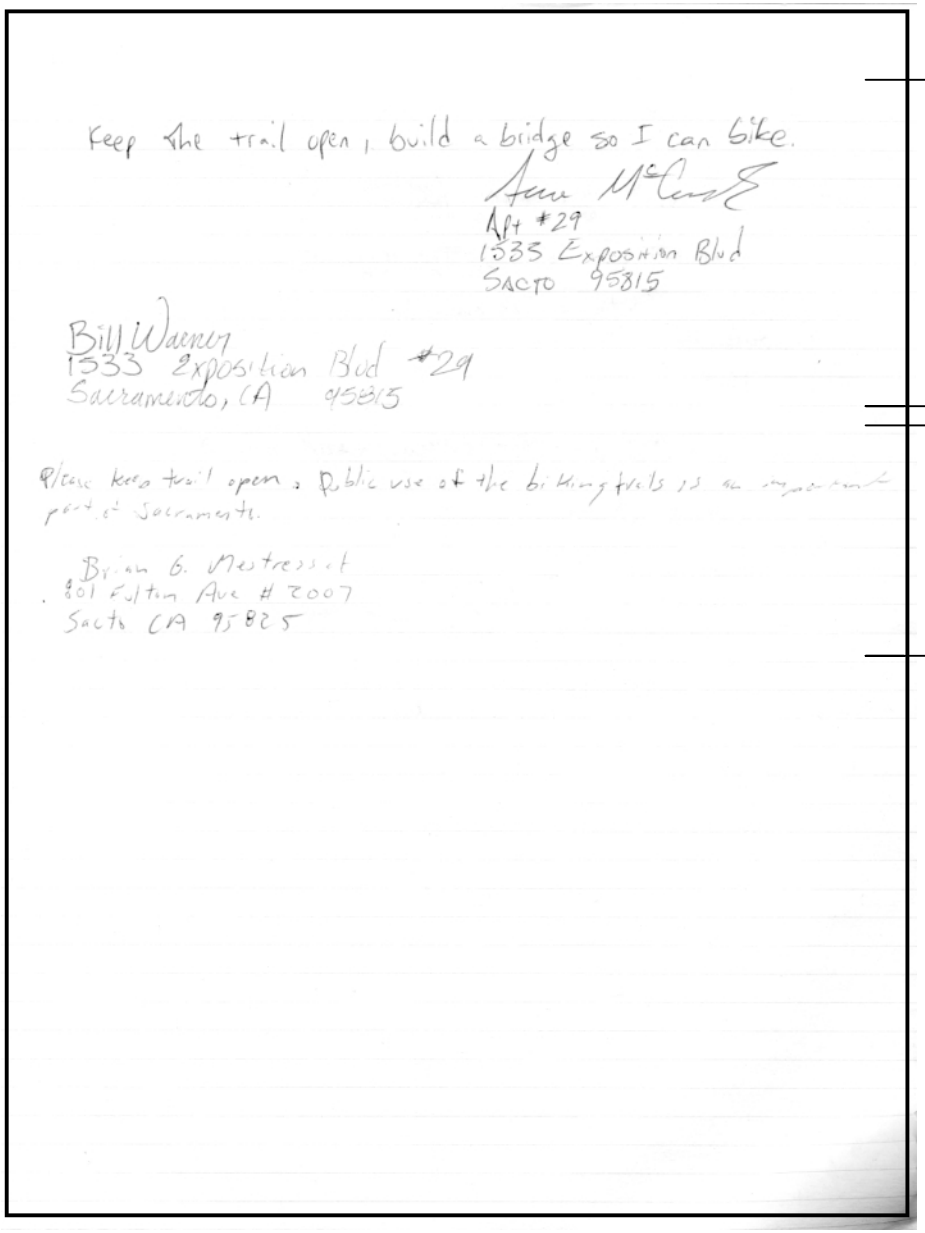


L-331 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.



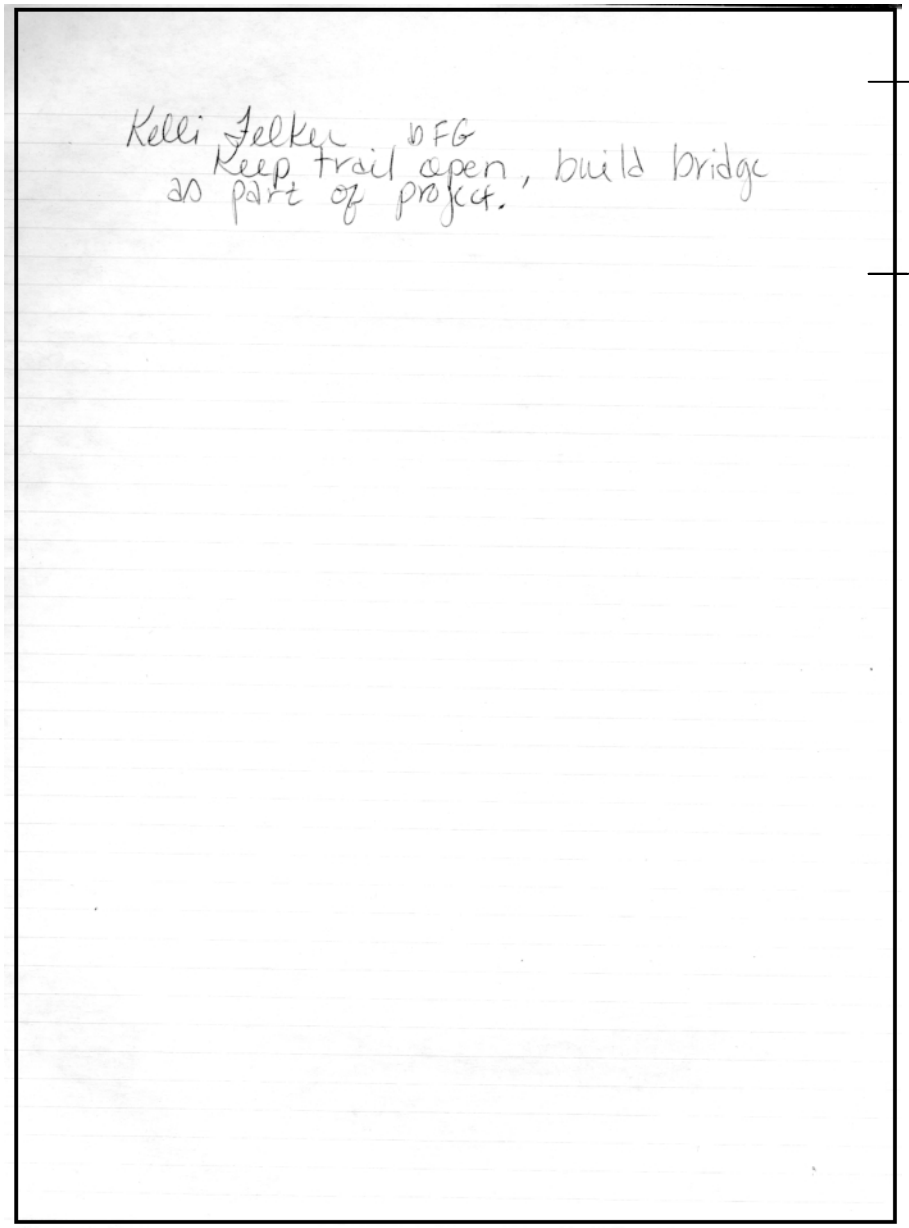
L-332 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-333 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

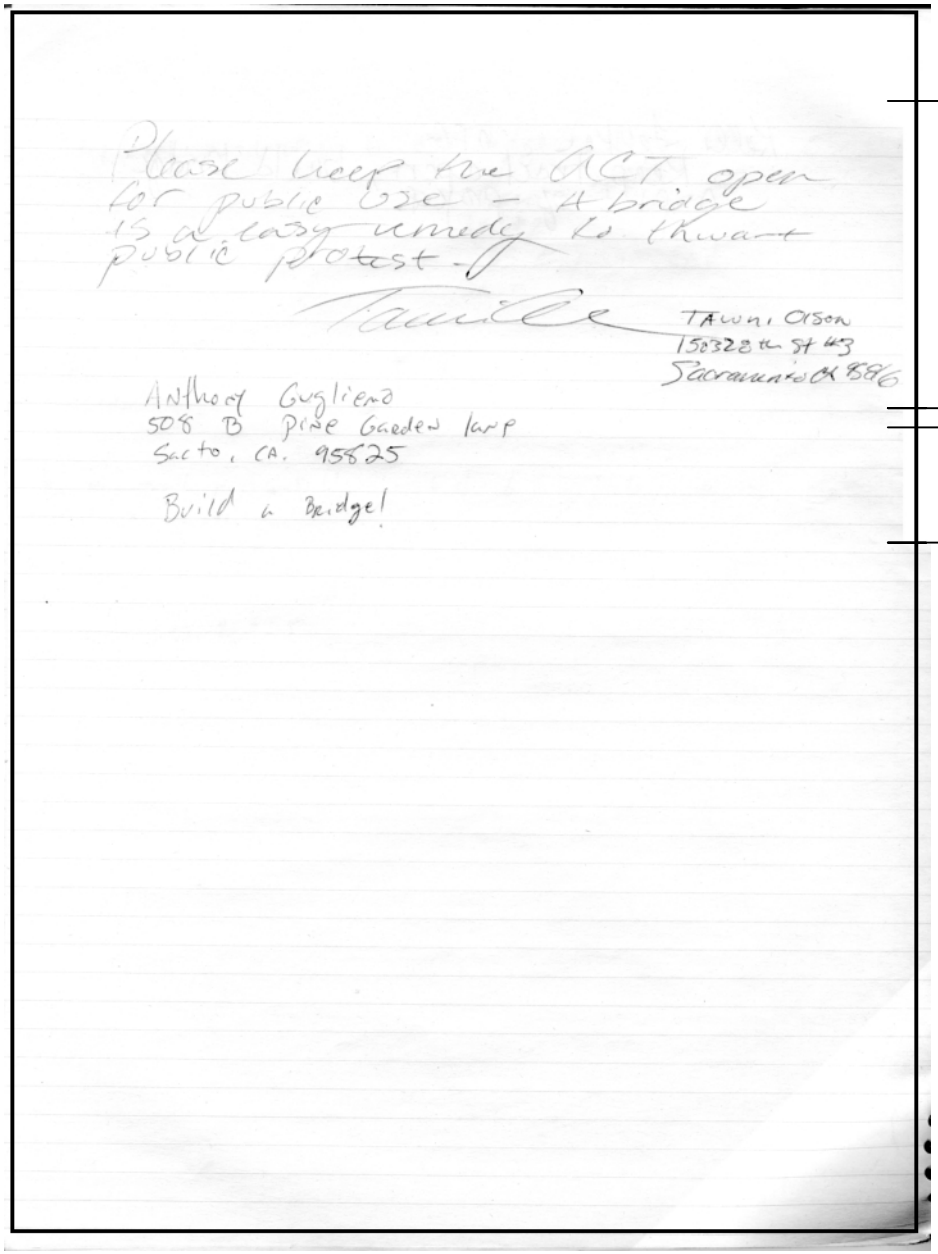


L-334 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-335 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.



L-336 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.



L-337 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-338 → Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

L-339

STATE CAPITOL
P.O. BOX 942849
SACRAMENTO, CA 94249-0004
(916) 319-2004

DISTRICT OFFICE
300 DOUGLAS BLVD., #430
ROSEVILLE, CA 95661
(916) 774-4430

Assembly
California Legislature

TIM LESLIE
ASSEMBLYMEMBER, FOURTH DISTRICT

COMMITTEES:
RULES
AGRICULTURE
BANKING & FINANCE
TRANSPORTATION
WATER, PARKS & WILDLIFE

March 14, 2002

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

Subject: PCWA American River Pump Station Project
Draft Environmental Impact Statement/Environmental Impact Report
SCH # 1999062089

To Whom it May Concern:

Thank you for the opportunity to comment on the PCWA American River Pump Station Project. I understand that the response time has past, but I wish to inform you of my opposition to inclusion of a pedestrian bridge and the recreational/parking lot component in this project.

A

I understand that the City of Auburn, the Department of Forestry and Fire Protection – Nevada-Yuba-Placer Unit, The United States Bureau of Reclamation, and the Skyridge Residents for Safety have also expressed various objections and concerns regarding the recreational component of this project. I agree with the City of Auburn and the Bureau of Reclamation that these emerging recreational issues can best be addressed by working with the state Department of Parks and Recreation in the American River Canyon instead of including it in this project, at this time.

I encourage the state Department of Parks and Recreation to begin its Auburn State Recreation Area Task Force, as required by court order (Friends of the River; Sierra Club; and Environmental Law Foundation v. Rusty Areis – Director of the California Department of Parks and Recreation, etal. – Case 00CS00391 – 7/20/00). This is clearly the proper forum to discuss recreational issues in the Auburn State Recreation Area.

In conclusion, I believe it is inappropriate to include recreational components into the PCWA American River Pump Station Project. This is a water delivery problem that should not be held hostage to the desires of a few special interest groups.

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A. Please refer to Master Response 3.1.6, Public River Access Features.

L-339, pg. 2

Please inform my office of the time and date of the final EIS/EIR hearing. Either I or my representative will attend to formally present my opposition to this project.

Sincerely,

TIM LESLIE
Assemblyman, Fourth District

TL:bk

Cc: Honorable John Doolittle, Congressman, 4th Congressional District
Honorable Rico Oller, State Senator, 1st Senate District
Jodie Hale, Mayor, City of Auburn
Rusty Areias, Director, California State Department of Parks and Recreation
Tom Aiken, Central California Area Manager, U.S. Bureau of Reclamation
David Breninger, General Manager, Placer County Water Agency
Tony Clarabut, Unit Chief, Department of Forestry and Fire Protection
Kevin Dimmick, Skyridge Residents for Safety

L-340

CAPITOL OFFICE
STATE CAPITOL, ROOM 2048
SACRAMENTO, CA 95814
TEL (916) 445-5788
FAX (916) 324-2680

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DOUGLAS BLVD., SUITE 300
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TEL (530) 895-6088
FAX (530) 895-6820

330 BROADWAY
JACKSON, CA 95642
TEL/FAX (209) 223-9140

California State Senate

SENATOR
RICO OLLER
FIRST SENATORIAL DISTRICT

COMMITTEES
LABOR & INDUSTRIAL RELATIONS
VICE-CHAIR
NATURAL RESOURCES & WILDLIFE
VICE-CHAIR
INSURANCE
PUBLIC EMPLOYMENT & RETIREMENT

SELECT COMMITTEES
CALIFORNIA'S WINE INDUSTRY
CAPITAL AREA FLOOD PROTECTION
GENETICS & PUBLIC POLICY

April 10, 2002

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

Subject: PCWA American River Pump Station Project
Draft Environmental Impact Statement/Environmental Impact Report
SCH# 1999062089

To Whom It May Concern:

A Thank you for the opportunity to comment on the PCWA American River Pump Station Project. The purpose of this letter is to inform you of my opposition to the recreation/parking lot component of the project.

While I have virtually no objection to the pump station, the recreation/parking lot component of the project is of great concern. I agree with the City of Auburn, the United States Bureau of Reclamation, the Department of Forestry and Fire Protection—Nevada-Yuba-Placer Unit, and the Skyridge Residents for Safety in saying that it is inappropriate for this component to be included in the PCWA American River Pump Station Project at this time.

Thank you for your consideration.

Sincerely,

Thomas "Rico" Oller
California State Senate

SERVING THE COUNTIES OF:
ALPINE, AMADOR, BUTTE, CALAVERAS, EL DORADO, LASSEN, MODOC, MONO, NEVADA, PLACER, PLUMAS, SIERRA AND YUBA

A. Please refer to Master Response 3.1.6, Public River Access Features.

L-341

Georgetown Divide Recreation District
P.O. Box 1418
Georgetown, CA 95634
(530) 333-4000
(530) 823-9090
FAX (530) 333-4055

April 1, 2002

Tami Mihm, Project Manager
Surface Water Resources, Inc.
2031 Howe Avenue, Suite 110
Sacramento, CA 95825

Dear Ms. Mihm:

RE: PCWA American River Pump Station Project

The purpose of this letter is to provide you with the comments and recommendations of the Board of Directors of the Georgetown Divide Recreation District regarding the potential effects to the Auburn-to-Cool Trail System identified as part of the PCWA American River Pump Station Project.

A

The Board is supportive of the trail improvements identified in Impact 3.8-3: Impacts to Public Recreation Trail Access. However, as trails systems comprise a vital component of our recreational opportunities available on the Georgetown Divide, the Board strenuously objects to the permanent closure of the multi-use trail between Auburn and Cool. To that end the Board strongly recommends that a crossing be constructed in the vicinity of the cofferdam to maintain the integrity of the existing trail system between Auburn and Cool.

Thank you for providing us the opportunity to comment on this important issue. Please feel free to contact me if you have any concerns or questions.

Sincerely,

Bill Berger
District Manager

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

PLACER COUNTY WATER AGENCY

AND

U.S. BUREAU OF RECLAMATION

--oOo--

ORIGINAL

PUBLIC HEARING

AMERICAN RIVER PUMP STATION PROJECT

--oOo--

THURSDAY, OCTOBER 11, 2001

7:00 P.M.

--oOo--

M B & A Mary Bardellini & Associates

Interactive Realtime Reporting • Legal Copy Service

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MR. SMITH: I'D LIKE TO GO AHEAD AND GET STARTED ON BEHALF OF THE PLACER COUNTY WATER AGENCY AND THE BUREAU OF RECLAMATION.

I'D LIKE TO WELCOME YOU TO THE PUBLIC HEARING. THIS IS FOR THE AMERICAN RIVER PUMP STATION PROJECT.

ARE WE ALL HERE FOR THE RIGHT PROJECT? THIS IS THE GOOD PROJECT.

A COUPLE OF INTRODUCTORY COMMENTS. SOME 40 YEARS AGO WATER PLANNERS SAW THE IMPORTANCE OF PUMPING -- OF NEEDING A PUMP STATION IN THE AMERICAN RIVER CANYON. AND I THINK IT'S APPROPRIATE THIS EVENING THAT WE'RE MEETING IN THE AMERICAN RIVER ROOM OF THE BUSINESS CENTER. AND ON THE BACK WALL, I'D ENCOURAGE YOU BEFORE YOU LEAVE TO SEE A LOT OF THE ORIGINAL PUMPING PLANT IN THE AMERICAN RIVER AT THIS LOCATION.

I'D LIKE TO TALK ABOUT THE PROJECT REAL BRIEFLY. THERE ARE THREE MAIN COMPONENTS OF THIS PROJECT.

NUMBER ONE, IT INVOLVES THE CONSTRUCTION OF A PUMP STATION. THE SECOND COMPONENT IS CLOSING THE EXISTING DIVERSION TUNNEL. AND THE THIRD COMPONENT, AS A RESULT OF CLOSING THE DIVERSION TUNNEL, WOULD BE TO RESTORE THE AMERICAN RIVER BACK TO THE ORIGINAL CHANNEL.

REAL BRIEFLY, IF I COULD, I'D LIKE TO INTRODUCE SOME OF THE KEY STAKE HOLDERS OF THIS PROJECT.

FROM PLACER COUNTY WATER AGENCY, MYSELF, BRENT SMITH. I'M A CIVIL ENGINEER WITH PCWA.

EINAR MAISCH, IF YOU'D RAISE YOUR HAND. WE HAVE FROM THE PCWA BOARD OF DIRECTORS, I THINK WE HAVE LOWELL JARVIS. YES, OVER ON THE SIDE. WE HAVE JAN GOLDSMITH, OUR LEGAL COUNSEL, WITH US THIS EVENING. FROM THE BUREAU OF RECLAMATION, WE HAVE ROD HALL AND TOM AIKEN --

MR. HALL: I HAVEN'T SEEN HIM.

MR. SMITH: HE WAS GOING TO TRY TO MAKE IT.

REAL QUICKLY, WE HAVE PUT TOGETHER A TEAM OF ENVIRONMENTAL AND DESIGN PROFESSIONALS. FROM THE FIRM OF MONTGOMERY WATSON, WAYNE DOLL AND MARK HARGROVE. THEY'RE WORKING ON THE PUMP STATION AND THE ACCESS ROADS.

FROM THE FIRM OF MCLAUGHLIN WATER ENGINEERS, RICK MCLAUGHLIN AND RICHARD STOCKTON.

AND TO MAKE SURE -- THEY'RE WORKING ON THE DESIGN OF THE DIVERSION FACILITY AND THE CHANNEL RESTORATION TO MAKE SURE THAT THAT LOOKS GOOD. THEY'VE GOT JOHN ANDERSON, FROM THE ARCHITECT AND FROM OUR ENVIRONMENTAL COMPLIANCE TEAM, PAUL BRATOVICH AND TAMI MIHIM -- WAY BACK IN THE BACK.

THIS PROJECT INVOLVED A LOT OF AGENCIES. FROM THE STATE, JONAS MINTON, DEPARTMENT OF WATER RESOURCES,

DEPUTY DIRECTOR -- WHERE DID JONAS GO? THERE HE IS.

FROM STATE PARK RECREATION, JIM MICHAELS, ON THE SIDE. AND FROM THE DEPARTMENT OF FISH AND GAME -- MISS HEIDELBERG.

SO, A COUPLE OF QUICK HOUSEKEEPING ITEMS. AT THE BACK WE DO HAVE A SPEAKER REQUEST CARD. IF YOU WOULD LIKE TO MAKE SOME COMMENTS, GO AHEAD AND FILL THIS OUT. THIS WILL ALLOW US TO CALL YOUR NAME AND GIVES US AN IDEA OF HOW MANY ARE INTERESTED IN SPEAKING TONIGHT.

WE HAVE A SIGN-IN SHEET THAT IS -- THESE ARE IN THE BACK OR MAYBE GOING AROUND. IF YOU COULD PLEASE SIGN THAT BEFORE YOU LEAVE. AND WE DO HAVE COMMENT CARDS, IF YOU WOULD LIKE TO FILL THIS OUT, IF YOU HAVE ANY COMMENTS YOU'D JUST LIKE TO LEAVE WITH US. YOU DON'T NEED TO USE THIS FORM. THE COMMENT PERIOD RUNS UNTIL NOVEMBER 13TH, SO THERE IS NO REQUIREMENT THAT YOU PROVIDE COMMENTS THIS EVENING.

WITH THAT, I'D LIKE TO TURN IT OVER TO THE DESIGN TEAM REAL QUICK FOR A PRESENTATION OF THE PROJECT. AND FOLLOWING THAT, WE'LL HAVE PAUL SAY A COUPLE OF WORDS ABOUT THE ENVIRONMENTAL REVIEW PROCESS.

SO, WAYNE.

MR. DOLL: THANK YOU, BRENT. AGAIN, MY NAME IS WAYNE DOLL. I'M WITH MONTGOMERY WATSON, AND WE -- WE HAVE A SHORT SLIDE PRESENTATION TO DESCRIBE THE PROJECT.

(WHEREUPON A SLIDE PRESENTATION WAS MADE BY MR. DOLL.)

MR. HALL: THANKS, PAUL.

WE HAVE A LOT OF PEOPLE THAT WANT TO SPEAK TONIGHT. I DID WANT TO PROVIDE AN OPPORTUNITY, IF SOME PEOPLE HAVE SOME VERY BASIC QUESTIONS ON WHAT WE JUST PRESENTED, WE'LL TAKE A FEW QUESTIONS.

THE TEAM WILL BE HERE AFTER THIS MEETING TO ANSWER ANY QUESTIONS ON A ONE-TO-ONE BASIS. SO, WHAT I'D LIKE TO DO NOW IS TRY TO KEEP THE AMOUNT OF QUESTIONS TO A BASIC MINIMUM THAT MIGHT BE NECESSARY IN ORDER FOR YOU TO PROVIDE US YOUR COMMENTS ON THE EIS/EIR. BUT IF ANYONE HAS THEM, I'LL ENTERTAIN THEM NOW.

THE AUDIENCE: I HAVE A VERY BASIC QUESTION ON WHAT'S 75 CFS MEAN?

MR. HALL: THE REASON THE 75 CFS --

THE AUDIENCE: I UNDERSTAND WHAT IT MEANS TECHNICALLY. I JUST DON'T KNOW HOW YOU ARRIVED AT THAT.

MR. HALL: 75 CFS IS A REQUIREMENT OF COUNTY WATER AGENCY FOR THE WATER RIGHT TO PASS THROUGH THE DIVERSION.

THE AUDIENCE: MEANING THAT --

MR. HALL: THAT'S THE LEGAL MINIMUM.

THE AUDIENCE: LEGAL MINIMUM THAT YOU'RE

MANDATED TO MAKE SURE THAT IT FLOWS DOWNSTREAM AS DIVERSION?

MR. HALL: CORRECT.

THE AUDIENCE: I HAD A QUESTION ON THE COMMENT ABOUT THE POOL GOING UP TO TAMAROO BAR. AND I KNOW HE WAS TRYING TO BE CLEAR, BUT I DIDN'T REALLY UNDERSTAND IF WOULD MEAN TAMAROO BAR WOULD BE FLOODED, OR WOULD THE POOL BE JUST BELOW THAT EXISTING POOL?

MR. HALL: DEPENDING UPON THE FLOW IN THE RIVER, THE WATER MAY BACK UP TO TAMAROO BAR AT A DEEPER DEPTH THAN IT IS NOW. BUT THE DESIGN CRITERIA WAS, BY THIS PROJECT, WE WOULD NOT CAUSE ANY BACKUP UPSTREAM OF TAMAROO BAR.

THE AUDIENCE: YES. TALKED ABOUT IT AS THREE-PHASE. SEEMS TO ME REALLY THEY'RE ALL INTERDEPENDENT. YOU CAN'T DO ONE WITHOUT DOING ALL THREE PHASES.

MR. HALL: THAT'S CORRECT.

THE AUDIENCE: ON A HUNDRED YEAR FLOOD PLAINS, WHAT HAPPENS IF THE WATER GOES OVER THAT? DOES IT WIPE OUT THE PUMPING STATION OR ...

MR. HALL: YOU WANT TO ANSWER THAT, WAYNE?

MR. DOLL: NO, IT WOULDN'T WIPE OUT THE PUMPING STATION. THAT'S OUR DESIGN CRITERIA. AND IF IT WERE TO EXCEED THAT, THERE COULD BE DAMAGE BUT -- WE'LL

JUST HAVE TO REPLACE THE COMPONENTS.

THE AUDIENCE: HOW MUCH IS ALL THIS GOING TO COST, AND WHO'S PAYING FOR IT?

MR. HALL: IT'S -- WE'RE ESTIMATING AT THIS POINT IN TIME IT'S ABOUT 31 MILLION DOLLARS, AND IT'S BEING PAID FOR BY BOTH FEDERAL APPROPRIATED AND STATE APPROPRIATED FUNDS.

THE AUDIENCE: IS PLACER COUNTY WATER DEPARTMENT PAYING FOR ANY OF IT?

MR. HALL: THE PORTION OF THE STUDIES. BACK THERE.

THE AUDIENCE: ON COST, COULD YOU GUYS PROVIDE A ROUGH BREAKOUT OF THE COSTS ON THE PROPOSED ALTERNATIVE, ON THE DIFFERENT PHASES, PERHAPS?

MR. HALL: I -- DO WE HAVE THAT SOMEWHERE HANDY?

MR. DOLL: I CAN JUST TELL YOU.

THE AUDIENCE: I'D LIKE TO SEE IT LATER.

MR. DOLL: THE PUMP STATION -- I GUESS WE DON'T HAVE A FIGURE -- COULD WE PUT THIS UP? THE PUMP STATION ITSELF IS IN THE RANGE OF 14 MILLION DOLLARS, AND THE DIVERSION AND THE WORK ON THE RIVER IS IN THE RANGE OF 13 MILLION. AND THERE'S ROUGHLY THREE MILLION IN PLANNING AND DESIGNS. THE ENTIRE PROJECT -- THAT PROJECT DOESN'T HAVE QUITE THE 31 MILLION, BUT THAT'S

SORT OF HOW IT BREAKS OUT.

THE AUDIENCE: YOU'VE GOT SOME EXCAVATION?

MR. DOLL: THAT'S IN THE 13 MILLION.

MR. HALL: RIGHT HERE.

THE AUDIENCE: I WAS A LITTLE CONFUSED ABOUT WHERE THE PARKING WOULD BE RELATIVE TO THE INTAKE. YOU HAD ONE PARKING FACILITY?

MR. HALL: THE PARKING AREAS ARE BOTH DOWNSTREAM OF THE INTAKE.

THE AUDIENCE: HOW FAR AWAY?

MR. HALL: THE UPPER PARKING LOT IS PROBABLY A QUARTER TO A HALF A MILE.

MR. DOLL: THERE'S THE INTAKE. THERE'S THE LOWER PUMP. AND THERE'S THE UPPER PARKING LOT.

MR. HALL: THE OTHER WAY AROUND.

MR. DOLL: THIS IS UP. IS THAT WHAT I SAID? IT'S UP THE HILL.

MR. HALL: THE AREA BETWEEN THE EXIT OF THE TUNNEL AND OREGON BAR HAS SOME FAIRLY GOOD RAPIDS, AND WE FELT IT WAS APPROPRIATE TO HAVE A PLACE WHERE PEOPLE WHO ARE LESS -- WANT LESS CHALLENGE TO BE ABLE TO GET OUT AND NOT HAVE TO GO DOWN OREGON BAR, AND THAT WAS THE REASON FOR THAT UPPER LOT.

YES? OVER HERE --

THE AUDIENCE: WELL, WHAT KIND OF

CONSIDERATION DO WE HAVE FOR BRIDGING THE TWO RIVERBANKS, SUCH AS A BRIDGE GOING ACROSS SO WE DO NOT HAVE TO CLOSE THE COOL TRAIL? WHAT KIND OF TALKS HAVE BEEN IN THAT AREA?

MR. HALL: THAT IS NOT INCLUDED IN OUR PROPOSAL RIGHT NOW. BASED ON SOME COMMENTS WE'VE ALREADY GOTTEN, AND FURTHER COMMENTS I EXPECT TO HEAR TONIGHT, WE'LL BE RECONSIDERING THE POSSIBILITIES OF BEING ABLE TO KEEP THAT TRAIL OPEN, BUT I'M NOT SURE JUST HOW WE'RE GOING TO COME OUT. THAT'S THE RECORD OF DECISION, AND IT WILL BE ADDRESSED IN THE FINAL EIS/EIR.

THE AUDIENCE: I DIDN'T GET ANY SENSE OF THE PERMANENCE OR IMPERMANENCE OF THE TUNNEL CLOSURE.

MR. HALL: THE TUNNEL CLOSURE IS BEING DESIGNED SUCH THAT IT WILL BE FAIRLY EASILY REOPENED SHOULD CONSTRUCTION OF AUBURN DAM BE REAUTHORIZED.

THE AUDIENCE: THANK YOU.

MR. HALL: IT'S NOT -- AS YOU CAN SEE, WE PUT SHEET PILE IN THERE AND ROCK IN FRONT OF IT, AND THAT CAN BE EASILY REMOVED IF NECESSARY AT A LATER DATE.

OVER HERE.

THE AUDIENCE: I MIGHT HAVE MISSED IT. DID SOMEBODY TALK ABOUT THAT THE OPERATION OF OXBOW AND RALSTON FOREBAY?

MR. HALL: THAT'S EVALUATED IN THE EIS.

THE AUDIENCE: I CAN'T TELL IF IT'S FOR THE HUNDRED SECOND OR EXPANDABLE DIVERSION WHEN THEY TALKED ABOUT THE EIGHT DAYS IN JULY OF REDUCED PERIOD OF PEAK FLOWS FOR BOATING?

MR. HALL: I'M NOT SURE WHO TO ASK ON THAT.

EINAR?

MR. MAISCH: I THINK FOR THE CFS DIVERSION, I THINK.

THE AUDIENCE: I BELIEVE THE ESTIMATE WAS EIGHT HOURS PER MONTH, NOT EIGHT DAYS.

MR. HALL: BASICALLY WHAT THAT AMOUNTS TO IS IN THE SUMMERTIME, PLACER COUNTY WATER AGENCY IS GOING TO HAVE TO MAKE RELEASES AT OXBOW TO DIVERT THEM AT AUBURN, AND THAT'S GOING TO MAKE A SLIGHT MODIFICATION IN THE PATTERN IN WHICH THEY RELEASE WATER FROM WHAT IT IS TODAY.

THE AUDIENCE: THERE WON'T BE ANY CHANGE TO THE -- I GUESS THAT WOULD BE THE SOUTH FACE OF THE DAM -- THE DAM PROJECT? IN OTHER WORDS, IT'S STILL GOING TO BE THERE AND UGLY?

MR. HALL: OTHER THAN THE FACT THAT WE'RE GOING TO BE FILLING IN THE DEEP HOLE IN THE KEYWAY, YES, YOU'LL STILL BE ABLE TO SEE THE EXCAVATIONS THAT WERE DONE AS PART OF THE KEYWAY.

OKAY. LET'S MOVE RIGHT ON INTO OUR COMMENT

PERIOD -- ONE MORE QUESTION?

THE AUDIENCE: I'M NOT EDUCATED ABOUT THIS THING AT ALL, EXCEPT THAT I WANT TO SEE THE RIVER BACK -- SOMEBODY BROUGHT UP A REALLY GOOD QUESTION -- WHAT IN THE WORLD, WOULD WE CLOSE THIS IN FACT IF DOOLITTLE OR WHATEVER COMES OUT 5, 6, 10 YEARS LATER, OPENS IT BACK UP AGAIN, AND PUTS A DAM THERE? I MEAN, I'M VERY ECONOMICALLY MINDED, AND I CAN'T IMAGINE SPENDING 31 MILLION DOLLARS AND THEN WIPING IT OUT.

MR. HALL: THE REASON WE'RE MOVING FORWARD AT THIS TIME WITH THIS PROJECT IS THAT PLACER COUNTY WATER AGENCY CANNOT GET ITS WATER -- SUFFICIENT WATER SUPPLY FOR THE COUNTY, AND THEY BASICALLY ARE RUNNING OUT OF WATER IN 2004. WE NEED TO HAVE A PROJECT HERE IF PLACER IS GOING TO CONTINUE TO MEET ITS REQUIREMENTS UNDER ITS CHARTER TO DELIVER WATER.

THE AUDIENCE: SO, WHAT'S GOING TO SAY --

MR. HALL: THE OTHER ISSUE IS THE BUREAU IS VERY, VERY CONCERNED ABOUT SAFETY ISSUE OF THE TUNNEL BEING OPENED. IT'S AN ACCIDENT WAITING TO HAPPEN. AND FROM OUR STANDPOINT, WE'VE WAITED LONG ENOUGH, SO IT'S --

THE AUDIENCE: CAN THAT BE OVERRIDDEN SOMEHOW IF SOME BIG CONGRESSMAN OR SENATOR WERE SAYING --

MR. HALL: IT WOULD TAKE -- IT WOULD LITERALLY

TAKE AN ACT OF CONGRESS TO REAUTHORIZE AUBURN DAM. WE -- WE DON'T SEE IT HAPPENING ANY TIME SOON, AND, THEREFORE, WE'RE GOING FORWARD WITH THIS PROJECT AT THIS TIME.

YES.

THE AUDIENCE: HAS PLACER COUNTY INSTITUTED ANY CONSERVATION MEASURES TO MINIMIZE THEIR DEMAND?

MR. HALL: WANT TO ANSWER THAT, EINAR?

MR. MAISCH: MY NAME IS EINAR MAISCH. I WORK HERE TOO.

PLACER COUNTY WATER AGENCY, I THINK, AS EVERYBODY WHO LIVES AROUND HERE KNOWS, IS GROWING VERY RAPIDLY. WE HAVE COMMITTED IN THIS DOCUMENT TO IMPLEMENT ALL OF THE TERMS OF THE WATER FORM AGREEMENT, WHICH INCLUDE ALL THE BEST MANAGEMENT PRACTICES IN TERMS OF CONSERVATION.

WE ARE ALREADY 100 PERCENT METERED, WHICH IS, BELIEVE IT OR NOT, RATHER RARE WITHIN THE SACRAMENTO AREA. CITY OF SACRAMENTO IS NOT METERED AT ALL. A LOT OF PLACES AREN'T METERED. WE'VE IMPLEMENTED A LOT OF CONSERVATION MEASURES, AND WE'LL IMPLEMENT ALL THE REST OF THE MEASURES FOR BEST PRACTICE. AND THAT BARELY SLOWS DOWN THE DEMAND A LITTLE BIT BECAUSE IT'S GROWING EXTREMELY RAPIDLY.

THE AUDIENCE: THAT'S NOT A TRUE STATEMENT.

THERE'S A LOT OF PEOPLE IN ROSEVILLE THAT AREN'T ON METERS YET.

MR. MAISCH: PLACER COUNTY WATER AGENCY DOESN'T SERVE ROSEVILLE, BUT YOU'RE RIGHT.

MR. HALL: WE'LL TAKE ONE MORE QUESTION, AND THEN WE'VE GOT TO MOVE INTO THE COMMENT PERIOD.

YES, SIR.

THE AUDIENCE: IF ROSEVILLE ISN'T BEING SERVED BY PCWA, WHAT IS THE SERVICE AREA?

MR. MAISCH: WE HAVE WHAT'S CALLED A ZONE 1 AND ALSO HAVE 2, 3, AND 4. ZONE 1 BASICALLY GOES DOWN AUBURN, ALONG THE I-80 CORRIDOR TO ROCKLIN AND OUT TO LINCOLN. SO, LOOMIS, PENRYN, NEWCASTLE. THE BIGGEST DEMAND CENTERS ARE IN ROCKLIN AND LINCOLN. THERE'S -- THERE'S A MAP ON THE WALL THAT SHOWS YOU.

THE AUDIENCE: ISN'T PLACER COUNTY GOING TO GET 3500 -- 35,000 ACRE FEET OUT OF THE SACRAMENTO RIVER? IS THIS WATER IN ADDITION TO THAT USAGE?

MR. MAISCH: YES.

THE AUDIENCE: SO, WE NEED ALL THIS WATER?

MR. MAISCH: WE'VE JUST RECENTLY GONE TO A BUILD-OUT DEMAND ANALYSIS. FIRST OF ALL, PLACER COUNTY WATER AGENCY IS NOT IN THE LAND USE BUSINESS. THAT'S MY DISCLAIMER. THE LAND USE AUTHORITIES ARE THE CITY OF AUBURN, THE TOWN OF LOOMIS, THE CITY OF ROCKLIN, THE

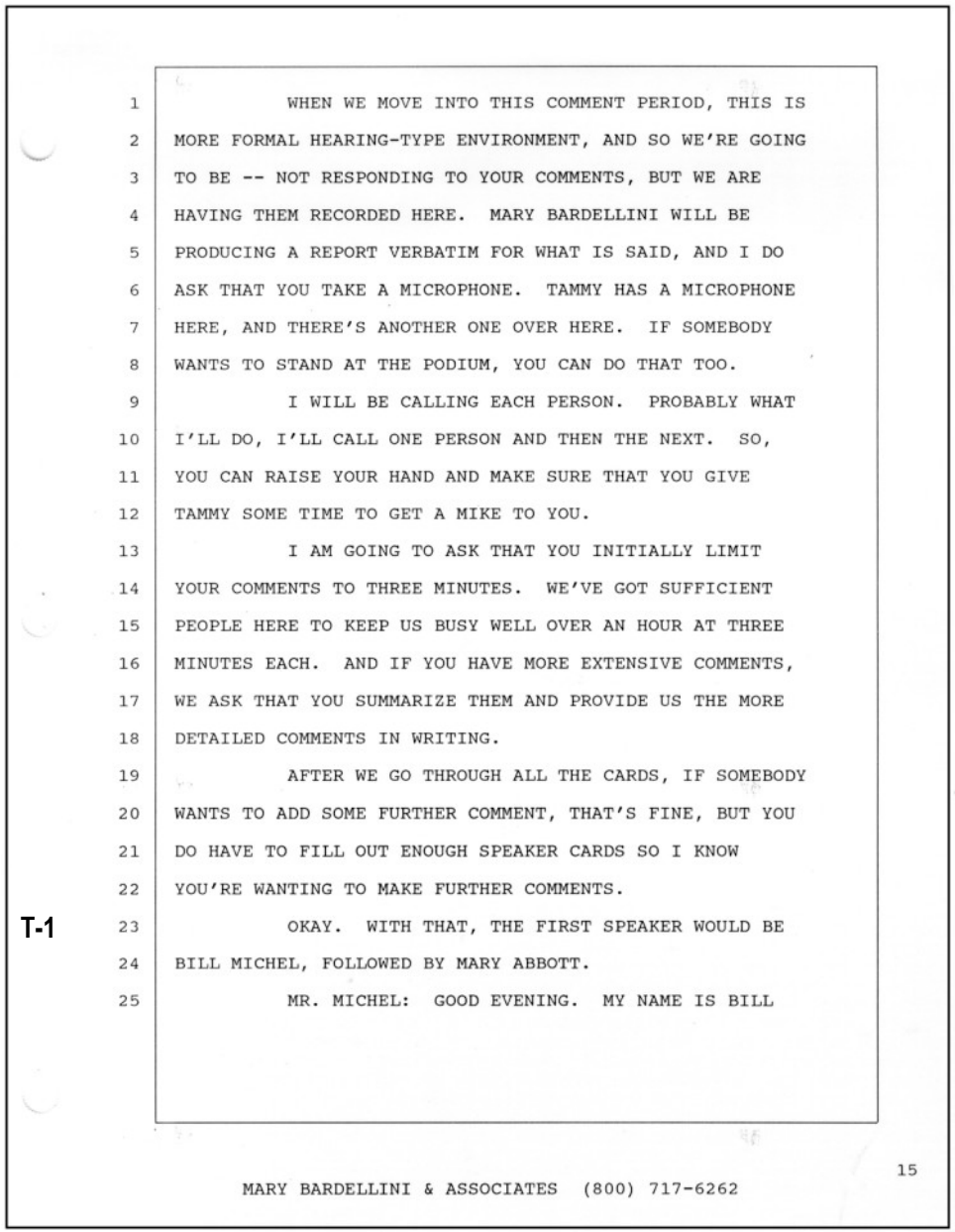
CITY OF LINCOLN, AND PLACER COUNTY.

AND THEIR EXISTING GENERAL PLANS ALLOW A CERTAIN LEVEL OF DEVELOPMENT WITHOUT ANY CHANGES TO THOSE GENERAL PLANS. AND THE BUILD-OUT OF THOSE GENERAL PLANS WE ANTICIPATE TO TAKE UNTIL ABOUT 2030. AND THAT WILL REQUIRE AN ADDITIONAL 70,000 ACRE FEET OF WATER IN ORDER TO SERVE.

WE'RE PLANNING ON TAKING 30,000 ACRE FEET, AND ANOTHER 35,000 ACRE FEET WE'VE COMMITTED IN WATER FORM. WE'VE ATTEMPTED TO GET THAT OUT OF THE SACRAMENTO RIVER INSTEAD OF HERE, WHERE WE HAVE WATER RIGHTS, BECAUSE THAT WOULD IMPACT DOWNSTREAM ON THE AMERICAN RIVER. IT HAS SIGNIFICANT ENVIRONMENTAL EFFECTS.

WE'RE ENGAGED WITH MOVING FORWARD WITH THAT NEXT PHASE OF OUR WATER SUPPLY PROJECT, AND WE HOPE WITHIN 10 YEARS TO BE READY TO MOVE FORWARD WITH CONSTRUCTION OF A NEW DIVERSION FACILITY ON THE SACRAMENTO FACILITY.

MR. HALL: I'M SORRY. AT THIS POINT I THINK I'M GOING TO NEED TO CUT THEM OFF BECAUSE WE HAVE A LOT OF PEOPLE THAT WANT TO PROVIDE COMMENTS, AND WE WANT TO MAKE SURE THAT EVERYBODY HAS TIME TO MAKE THEIR COMMENTS. AND JUST ASSURE YOU THAT WE'LL BE HERE AFTER THIS SESSION TO ANSWER ANY FURTHER QUESTIONS THAT YOU DO HAVE.



WHEN WE MOVE INTO THIS COMMENT PERIOD, THIS IS MORE FORMAL HEARING-TYPE ENVIRONMENT, AND SO WE'RE GOING TO BE -- NOT RESPONDING TO YOUR COMMENTS, BUT WE ARE HAVING THEM RECORDED HERE. MARY BARDELLINI WILL BE PRODUCING A REPORT VERBATIM FOR WHAT IS SAID, AND I DO ASK THAT YOU TAKE A MICROPHONE. TAMMY HAS A MICROPHONE HERE, AND THERE'S ANOTHER ONE OVER HERE. IF SOMEBODY WANTS TO STAND AT THE PODIUM, YOU CAN DO THAT TOO.

I WILL BE CALLING EACH PERSON. PROBABLY WHAT I'LL DO, I'LL CALL ONE PERSON AND THEN THE NEXT. SO, YOU CAN RAISE YOUR HAND AND MAKE SURE THAT YOU GIVE TAMMY SOME TIME TO GET A MIKE TO YOU.

I AM GOING TO ASK THAT YOU INITIALLY LIMIT YOUR COMMENTS TO THREE MINUTES. WE'VE GOT SUFFICIENT PEOPLE HERE TO KEEP US BUSY WELL OVER AN HOUR AT THREE MINUTES EACH. AND IF YOU HAVE MORE EXTENSIVE COMMENTS, WE ASK THAT YOU SUMMARIZE THEM AND PROVIDE US THE MORE DETAILED COMMENTS IN WRITING.

AFTER WE GO THROUGH ALL THE CARDS, IF SOMEBODY WANTS TO ADD SOME FURTHER COMMENT, THAT'S FINE, BUT YOU DO HAVE TO FILL OUT ENOUGH SPEAKER CARDS SO I KNOW YOU'RE WANTING TO MAKE FURTHER COMMENTS.

OKAY. WITH THAT, THE FIRST SPEAKER WOULD BE BILL MICHEL, FOLLOWED BY MARY ABBOTT.

MR. MICHEL: GOOD EVENING. MY NAME IS BILL

15

MARY BARDELLINI & ASSOCIATES (800) 717-6262

T-1

Beginning of formal hearing and speaker comment session.

T-1.A

MICHEL. I'M A 15-YEAR RESIDENT OF AUBURN. I'VE BEEN A PADDLER SINCE 1974, AND I'M HERE TONIGHT TO EXPRESS MY SUPPORT FOR THE PREFERRED ALTERNATIVE PLAN, THE MID-CHANNEL DIVERSION PROJECTS.

I ACTUALLY FEEL VERY JOYFUL TO BE STANDING HERE TONIGHT. I WANT TO EXPRESS MY THANKS IN PARTICULAR TO PARC, PROTECT AMERICAN RIVER CANYONS, TO ALL THE FOLKS WHO OVER THE YEARS HAVE WORKED SO HARD TO BRING US TO THIS POINT, INCLUDING THE TIRELESS EFFORTS OF THE LATE FRANK ULRICH.

WHILE I'M VERY HAPPY FOR PCWA THAT YOU'RE GETTING WHAT YOU WANT IN TERMS OF THE PUMPING STATION, WHAT I'D LIKE TO DO TONIGHT IS ADDRESS THE RECREATIONAL ASPECTS OF THE PLAN, PARTICULARLY THE RECREATION OF A NATURALLY APPEARING AND FUNCTIONING RIVER BED.

BE IT KNOWN THAT WE'RE NOT THE FIRST COMMUNITY IN THE UNITED STATES WHO HAS DECIDED TO RESTORE THEIR RIVER. THIS SHOULD GIVE US SOME COMFORT. IT'S BEEN DONE BEFORE, BUT PERHAPS NEVER ON SUCH A GRAND SCALE.

ABOUT 14 YEARS AGO, WHEN I BEGAN TO FIRST LOOK INTO THIS SUBJECT, I WAS FOND OF CARRYING AROUND THIS ARTICLE. APPEARED IN THE MAY 1977 OF RIVER RUNNER MAGAZINE, AND THEY HAD AN ARTICLE IN THIS MAGAZINE THAT DESCRIBED THE EFFORTS OF CITIES WHO HAD RESTORED THEIR RIVERS AND CREATED MANMADE WATER COURSES. THE ARTICLE

A. Project support noted.

MENTIONS SOUTH BEND AND WAUSAU, WISCONSIN, AS EXAMPLES.

AND SINCE THEN, OTHER COMMUNITIES, LARGE AND SMALL, HAVE -- DENVER, COLORADO, WAS MENTIONED, MINNEAPOLIS, MINNESOTA, ROCHESTER, NEW YORK. THESE CITIES HAVE LOOKED INTO THE IDEA OF CREATING WATER PARKS. ALL THE PROPOSED PARKS, ALL THE PROJECTS WERE DIFFERENT, BUT IN EACH CASE EMPHASIS WAS PUT ON CREATING WATER COURSES THAT WERE AESTHETICALLY PLEASING, EXCITING TO THE PUBLIC, AND SAFE.

NOW, IN OUR BACK YARD WE HAVE A LOT OF ROCK TO REMOVE TO GET DOWN TO WHERE THE RIVER WILL ACTUALLY FLOW DOWNSTREAM, AND A PROJECT LIKE THIS NEEDS A GENERAL. AND THIS IS THE MAIN POINT THAT I WANT TO MAKE.

PERHAPS THE MOST ENJOYABLE, SATISFYING DAY THAT I HAVE SPENT IN MY INVOLVEMENT IN THIS STRUGGLE CAME ON A SUNNY DAY IN EARLY 1997, -- NOVEMBER OF 1997, I HAD THE OPPORTUNITY TO LEAD JOHN ANDERSON AND A GROUP OF PADDLERS, SOME OF THE PEOPLE THAT ARE IN THIS ROOM, DOWN THE AUBURN DAM RUN.

AND I'M VERY GRATIFIED THAT BOTH THE BUREAU AND PCWA ARE UTILIZING THE SERVICES OF JOHN ANDERSON. JOHN, I DON'T KNOW IF YOU KNOW THIS, DEVELOPED THE WHITE WATER COURSE ON THE OCOEE RIVER FOR THE 1997 OLYMPICS, AND HE KNOWS WHAT HE'S DOING, AND I APPLAUD THE EFFORTS TO UTILIZE HIS TALENTS.

WITH THE VOLUME OF ROCK THAT NEEDS TO BE REMOVED TO CREATE A MANDATE OF A FUNCTIONING RIVER BED, IT'S CRITICAL THAT WE HAVE THE INPUT OF AN EXPERT AND A LOT OF CONCERN ABOUT HOW MUCH THIS IS GOING TO COST. JOHN IS SOMEONE WHO WILL HELP US GET THE JOB DONE RIGHT AND SAVE US MONEY.

IN CLOSING I'D LIKE TO SAY THE RESTORATION OF THE RIVER CHANNEL IS REALLY ONLY A BEGINNING. I STRONGLY ENCOURAGE REPRESENTATIVES FROM THE BUSINESS COMMUNITY HERE IN THE AUBURN AREA TO PUT THEIR FULL WEIGHT BEHIND THIS PROJECT. IF YOU'VE BEEN ON THE TRUCKEE RIVER AT NORTH LAKE TAHOE OR DOWN THE LOWER AMERICAN IN SACRAMENTO, YOU CAN GET A FEEL FOR HOW POPULAR OUR AUBURN DAM RUN WILL EVENTUALLY BECOME.

WHAT WE HAVE IN OUR OWN BACK YARD IS POTENTIALLY ONE OF THE GREATEST PARKS IN THE NATION. WHETHER WE CALL IT AMERICAN RIVER CONFLUENCE PARKWAY OR ARC PARK OR FRANK ULRICH MEMORIAL PARK OR THE AUBURN GOLD RUSH PARK, IT NEEDS AN OFFICIAL NAME.

THERE ARE A LOT OF VARIOUS IDEAS THAT HAVE BEEN FLOATED AROUND ABOUT, YOU KNOW, WHAT WE CAN DO TO RESTORE OUR PARK. I REMEMBER GEORGE BELAND YEARS AGO MENTIONED PUTTING A TRAM ACROSS THE CANYON. IMAGINE THE FESTIVALS THAT COULD BE HELD DOWN IN THE CANYON INSTEAD OF THE OVERLOOK. THERE WERE TERRACES CUT DURING

CONSTRUCTION COULD BE USED AS PARKING AREAS. ROADS COULD BE IMPROVED.

I'M NOT HERE TO ENDORSE ANY PARTICULAR IDEA OR CONCEPT. I JUST WANT TO SAY THAT THE POTENTIAL FOR OUR ARC PARK IS IMMENSE, AND -- I'D LIKE TO BELIEVE THIS, NOW WE ARE FREED FROM THE FALSE VISION OF AN AUBURN DAM -- WE CAN BEGIN TO CONCENTRATE ON IDEAS FOR RESTORING THE CANYON.

BUT IT ALL STARTS AT THE BOTTOM OF THE CANYON WITH THE RESTORATION OF THE CHANNEL, AND I ENCOURAGE THE BUSINESS COMMUNITY TO GET BEHIND THIS PLAN, AND I APPLAUD THE BUREAU AND PCWA TO UTILIZE JOHN ANDERSON'S SERVICES.

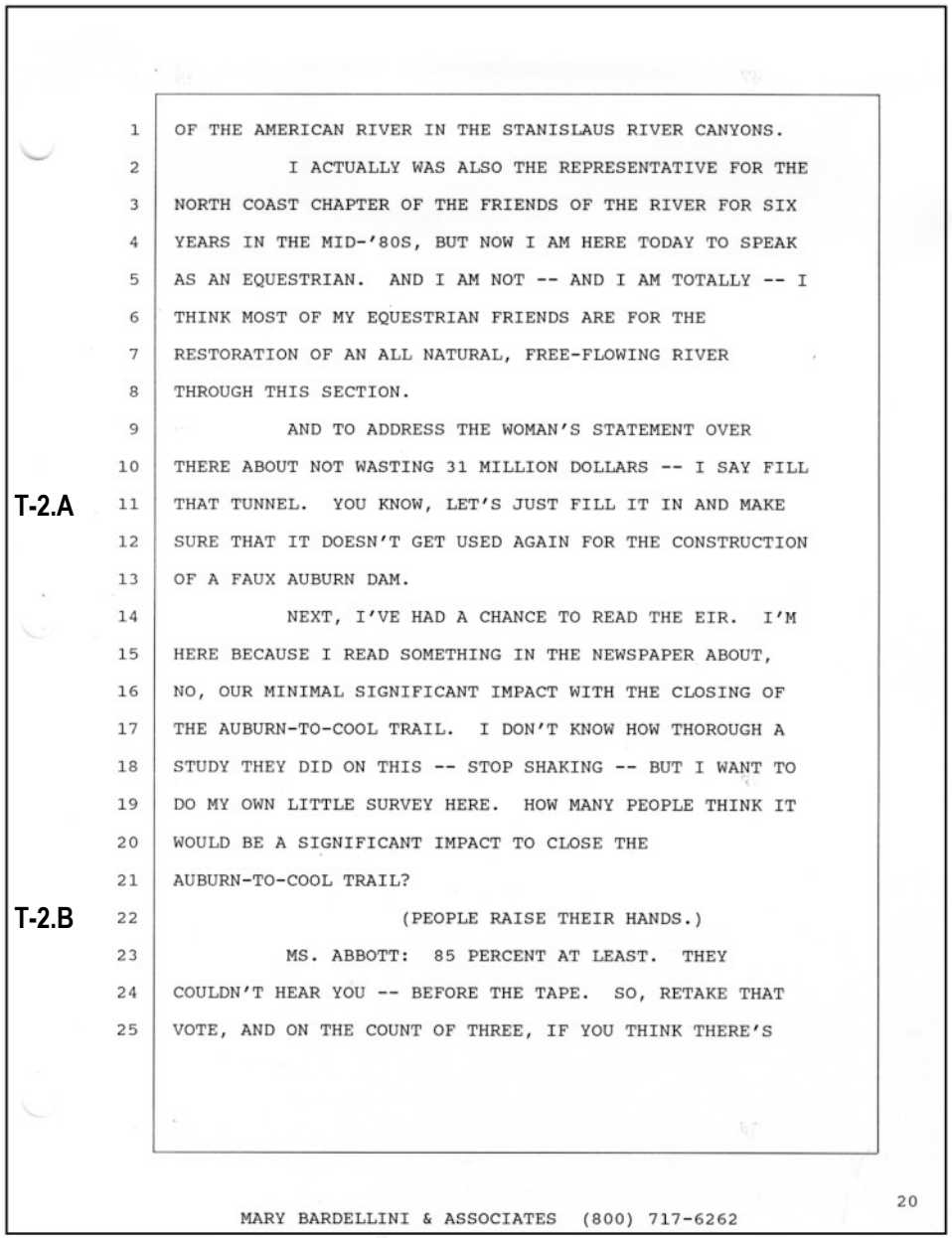
MR. HALL: THANK YOU. MARY ABBOTT AND FOLLOWED BY STEVEN PROE.

BY THE WAY, WHEN YOUR THREE MINUTES IS EXPIRED, I'LL STAND. I ASK IF YOU MIGHT SUMMARIZE AT THAT POINT.

T-2

MS. ABBOTT: I'M NOT GOING TO TRY TO GO UP TO THAT PODIUM BECAUSE I'LL PROBABLY FALL DOWN FROM SHAKING.

FIRST OF ALL, I'LL INTRODUCE MYSELF. I'M MARY ABBOTT. I'VE LIVED IN THIS AREA FOR NINE YEARS. BUT I FIRST CAME TO THE AUBURN AREA 1979, WHEN I CAME THROUGH HERE ON MY WAY TO WHITE WATER SCHOOL ON THE SOUTH FORK



OF THE AMERICAN RIVER IN THE STANISLAUS RIVER CANYONS.

I ACTUALLY WAS ALSO THE REPRESENTATIVE FOR THE NORTH COAST CHAPTER OF THE FRIENDS OF THE RIVER FOR SIX YEARS IN THE MID-'80S, BUT NOW I AM HERE TODAY TO SPEAK AS AN EQUESTRIAN. AND I AM NOT -- AND I AM TOTALLY -- I THINK MOST OF MY EQUESTRIAN FRIENDS ARE FOR THE RESTORATION OF AN ALL NATURAL, FREE-FLOWING RIVER THROUGH THIS SECTION.

AND TO ADDRESS THE WOMAN'S STATEMENT OVER THERE ABOUT NOT WASTING 31 MILLION DOLLARS -- I SAY FILL THAT TUNNEL. YOU KNOW, LET'S JUST FILL IT IN AND MAKE SURE THAT IT DOESN'T GET USED AGAIN FOR THE CONSTRUCTION OF A FAUX AUBURN DAM.

NEXT, I'VE HAD A CHANCE TO READ THE EIR. I'M HERE BECAUSE I READ SOMETHING IN THE NEWSPAPER ABOUT, NO, OUR MINIMAL SIGNIFICANT IMPACT WITH THE CLOSING OF THE AUBURN-TO-COOL TRAIL. I DON'T KNOW HOW THOROUGH A STUDY THEY DID ON THIS -- STOP SHAKING -- BUT I WANT TO DO MY OWN LITTLE SURVEY HERE. HOW MANY PEOPLE THINK IT WOULD BE A SIGNIFICANT IMPACT TO CLOSE THE AUBURN-TO-COOL TRAIL?

(PEOPLE RAISE THEIR HANDS.)

MS. ABBOTT: 85 PERCENT AT LEAST. THEY COULDN'T HEAR YOU -- BEFORE THE TAPE. SO, RETAKE THAT VOTE, AND ON THE COUNT OF THREE, IF YOU THINK THERE'S

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T-2.A

A. Please refer to Master Response 3.1.4, Auburn Dam Construction Bypass Tunnel.

T-2.B

B. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

GOING TO BE AN IMPACT WITH THE CLOSURE OF THAT TRAIL FROM AUBURN-TO-COOL, GIVE ME A NICE LOUD YES.

(AUDIENCE RESPONDS.)

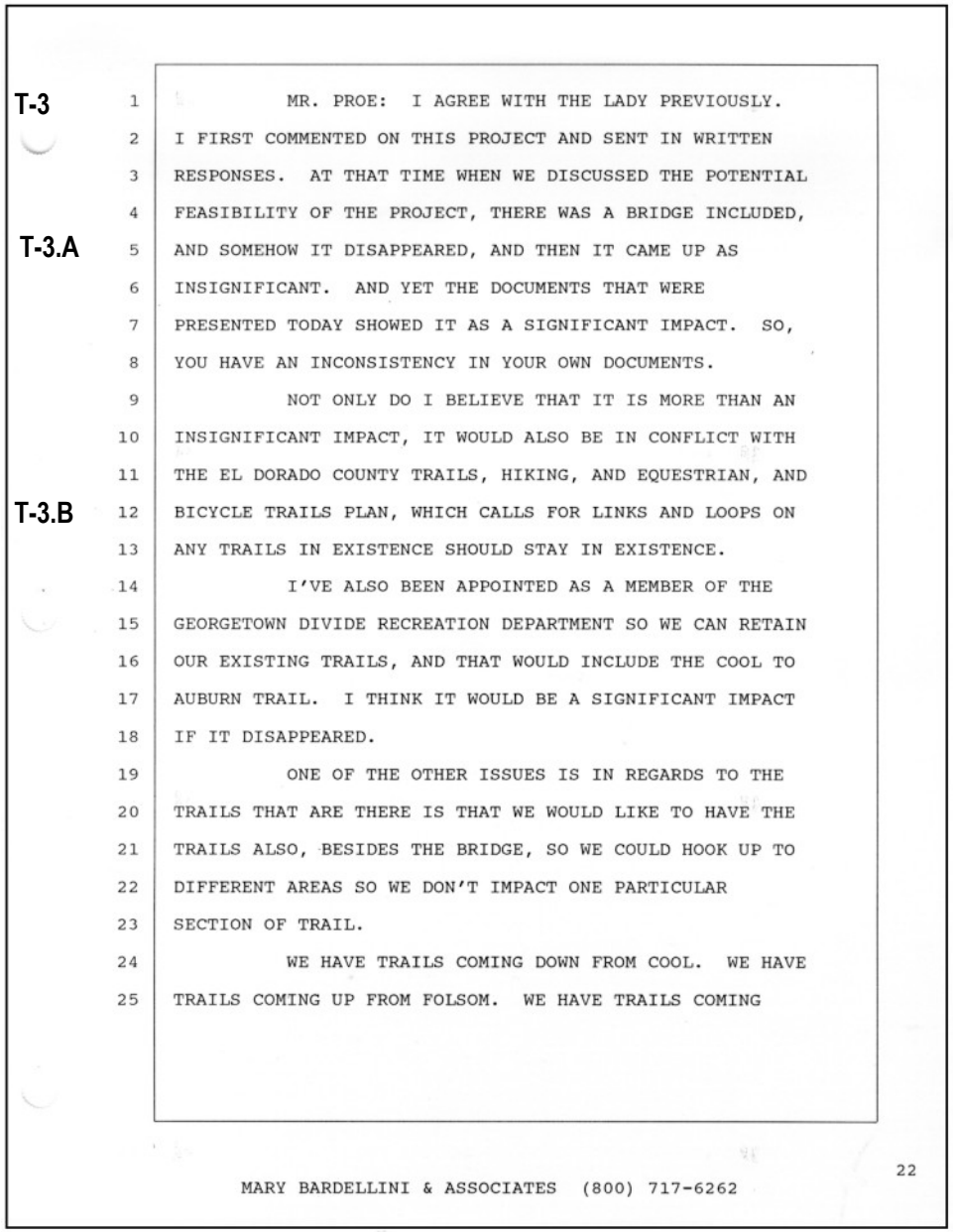
MS. ABBOTT: THAT MAKES MY POINT WHY I'M HERE, AND I PLAN TO STUDY THE EIR MORE. I THANK -- HAVING THE OPPORTUNITY TO SPEAK HERE TODAY. I CERTAINLY HOPE THE FINAL EIR WILL CONSIDER A BRIDGE SO THAT RUNNERS, HIKERS EQUESTRIANS, WHO HAVE USED THAT TRAIL FOR YEARS, CAN CONTINUE TO UTILIZE THAT TRAIL, AND THAT LITTLE PIZZA PLACE IN COOL CAN STILL GET MY BUSINESS WHEN I PARK AT THE OVERLOOK.

SO, THAT'S PRETTY MUCH IT. ALSO, I NOTICED IN YOUR NICE VISUALS OF RESTORING THE RIVER CANYON, I DID NOT SEE A TRAIL WITH SOME SWITCHBACKS UP THAT SIDE LEADING TO COOL. IF THAT BRIDGE CANNOT BE BUILT THE FIRST GO-AROUND, PERHAPS WE CAN HAVE A NICE WIDE SECTION WHERE HORSES COULD CROSS MOST OF THE YEAR. BUT TO ME THAT'S JUST TEMPORARY. WE NEED A BRIDGE, AND WE NEED TO HAVE THAT TRAIL MAINTAINED TO COOL, ALONG WITH A FREE-FLOWING RIVER.

THANK YOU. THANK YOU FOR THE OPPORTUNITY TO SPEAK.

MR. HALL: THANKS, MARY.

NEXT SPEAKER IS STEVEN PROE, FOLLOWED BY BOB DHONDT.



T-3

MR. PROE: I AGREE WITH THE LADY PREVIOUSLY. I FIRST COMMENTED ON THIS PROJECT AND SENT IN WRITTEN RESPONSES. AT THAT TIME WHEN WE DISCUSSED THE POTENTIAL FEASIBILITY OF THE PROJECT, THERE WAS A BRIDGE INCLUDED,

T-3.A

AND SOMEHOW IT DISAPPEARED, AND THEN IT CAME UP AS INSIGNIFICANT. AND YET THE DOCUMENTS THAT WERE PRESENTED TODAY SHOWED IT AS A SIGNIFICANT IMPACT. SO, YOU HAVE AN INCONSISTENCY IN YOUR OWN DOCUMENTS.

NOT ONLY DO I BELIEVE THAT IT IS MORE THAN AN INSIGNIFICANT IMPACT, IT WOULD ALSO BE IN CONFLICT WITH THE EL DORADO COUNTY TRAILS, HIKING, AND EQUESTRIAN, AND

T-3.B

BICYCLE TRAILS PLAN, WHICH CALLS FOR LINKS AND LOOPS ON ANY TRAILS IN EXISTENCE SHOULD STAY IN EXISTENCE.

I'VE ALSO BEEN APPOINTED AS A MEMBER OF THE GEORGETOWN DIVIDE RECREATION DEPARTMENT SO WE CAN RETAIN OUR EXISTING TRAILS, AND THAT WOULD INCLUDE THE COOL TO AUBURN TRAIL. I THINK IT WOULD BE A SIGNIFICANT IMPACT IF IT DISAPPEARED.

ONE OF THE OTHER ISSUES IS IN REGARDS TO THE TRAILS THAT ARE THERE IS THAT WE WOULD LIKE TO HAVE THE TRAILS ALSO, BESIDES THE BRIDGE, SO WE COULD HOOK UP TO DIFFERENT AREAS SO WE DON'T IMPACT ONE PARTICULAR SECTION OF TRAIL.

WE HAVE TRAILS COMING DOWN FROM COOL. WE HAVE TRAILS COMING UP FROM FOLSOM. WE HAVE TRAILS COMING

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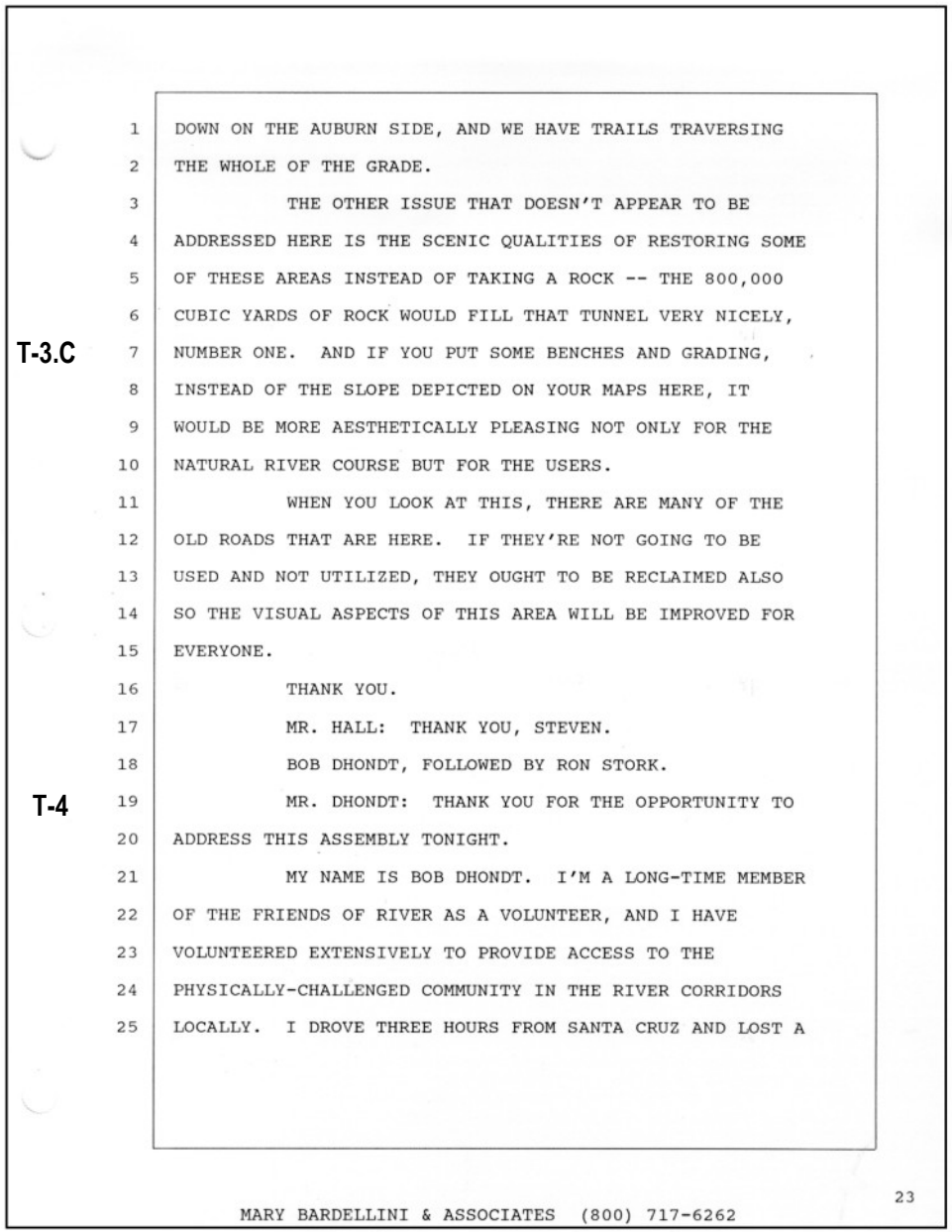
A. Reclamation and CDPR through the Auburn State Recreation Area Interim Resource Management Plan (ASRA IRMP 1992) considered future development of a bridge near the ruins of the Greenwood Bridge, which was washed out in 1964 when the uncompleted Hell Hole Dam failed and caused a wall of water to surge through the canyon. Today, the Ruck-a-Chucky Campground borders the river where the bridge used to stand (ASRA IRMP 1992) and the intent of the proposed bridge reconstruction project was to provide hikers, bikers and equestrians access at the Greenwood crossing. Construction of a bridge across the North Fork American River near Auburn has not been part of the planning for the American River Pump Station Project. Please see Master Response 3.1.1, Auburn-to-Cool Trail.

B. Please refer to Response L-28.J.



DOWN ON THE AUBURN SIDE, AND WE HAVE TRAILS TRAVERSING THE WHOLE OF THE GRADE.

THE OTHER ISSUE THAT DOESN'T APPEAR TO BE ADDRESSED HERE IS THE SCENIC QUALITIES OF RESTORING SOME OF THESE AREAS INSTEAD OF TAKING A ROCK -- THE 800,000 CUBIC YARDS OF ROCK WOULD FILL THAT TUNNEL VERY NICELY, NUMBER ONE. AND IF YOU PUT SOME BENCHES AND GRADING, INSTEAD OF THE SLOPE DEPICTED ON YOUR MAPS HERE, IT WOULD BE MORE AESTHETICALLY PLEASING NOT ONLY FOR THE NATURAL RIVER COURSE BUT FOR THE USERS.

WHEN YOU LOOK AT THIS, THERE ARE MANY OF THE OLD ROADS THAT ARE HERE. IF THEY'RE NOT GOING TO BE USED AND NOT UTILIZED, THEY OUGHT TO BE RECLAIMED ALSO SO THE VISUAL ASPECTS OF THIS AREA WILL BE IMPROVED FOR EVERYONE.

THANK YOU.

MR. HALL: THANK YOU, STEVEN.

BOB DHONDT, FOLLOWED BY RON STORK.

MR. DHONDT: THANK YOU FOR THE OPPORTUNITY TO ADDRESS THIS ASSEMBLY TONIGHT.

MY NAME IS BOB DHONDT. I'M A LONG-TIME MEMBER OF THE FRIENDS OF RIVER AS A VOLUNTEER, AND I HAVE VOLUNTEERED EXTENSIVELY TO PROVIDE ACCESS TO THE PHYSICALLY-CHALLENGED COMMUNITY IN THE RIVER CORRIDORS LOCALLY. I DROVE THREE HOURS FROM SANTA CRUZ AND LOST A

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T-3.C

T-4

C. Please refer to Master Response 3.1.6, Public River Access Features and Master Response 3.1.5, Project Area River Restoration.

T-4.A

DAY'S PAY TO BE HERE TONIGHT.

I CAME TO SPEAK IN FAVOR OF RESTORING BOTH FLOWS AND CONDITIONS TO OUR AMERICAN RIVER NEAR THE MIDDLE AND NORTH FORK CONFLUENCE OF THE AUBURN DAM SITE. AND THE RIVER TO THE CHOSEN BED, FACILITATE ACCESS FOR ALL OF US TO HIKE, BIKE, AND HORSEBACK RIDE HER HILLSIDES, THE FISHERIES, USE BOATS AND FLOAT HER RIVERS, CELEBRATE THE SIMPLE BOUNTY OF NATURE AND EXERCISE OUR PRUDENT COMMON SENSE.

MANY OF US HERE HAVE BEEN INVOLVED IN THIS DISCUSSION FOR DECADES, AND MANY OF US GATHER HERE VERY WELL-INTENTIONED AND OBVIOUSLY IT'S A BAD IDEA ABOUT THE AUBURN DAM SINCE MULTIPLE PARALLEL AND INTERSECTING FAULT LINES, EARTHQUAKE FAULT LINES, HAVE BEEN FOUND NEAR THE DAM FOUNDATION. THIS IS ONLY ONE OF THE COMPELLING REASONS TO ABANDON THIS WELL-INTENTIONED BUT BAD IDEA.

THIS HAS IMPLICATIONS ON OUR NATIONAL PHILOSOPHY THAT ALLOWS US TO USE LEAF BLOWERS WITH ELECTRICAL CORDS INSTEAD OF GARDEN HOSES AND BROOMS. THIS IS REALLY PART OF THE ESSENCE OF THIS ARGUMENT.

FLOOD IRRIGATION, WITH A GOLF COURSE IN EVERY TOWN, AND TWO-ACRE FEET OF WATER FOR EVERY COW IN THIS COUNTRY ARE IDEAS WHOSE IDEAS HAVE COME AND GONE. WE CAN'T AFFORD THEM AND NEITHER CAN THE REST OF THE LIFE

A. Project support noted.

ON THIS PLANET.

OUR SLAVISH DEPENDENCE ON FOREIGN OIL HAS CAUSED OUR FEAR AND SUFFERING DUE TO CURRENT EVENTS. SO TOO OUR TRADITION OF USING MORE THAN WE NEED, ESPECIALLY AS IT RELATES TO WATER, AIR, EARTH, AND FIRE IS DRIVING SPECIES EXTINCTION AND GLOBAL WARMING TO THE VERY BRINK.

EINSTEIN WOULD COUNSEL US FROM THE GRAVE, THE SAME KIND OF THINKING THAT CREATES PROBLEMS WILL NEVER SOLVE THOSE PROBLEMS. THINK INSTEAD OF THE EARTH AS OURSELVES, THE FRESH WATER OUR BLOOD, THE RIVER, ARTERIES AND VEINS, CONNECTING THE FLOW OF LIFE UNINTERRUPTED FROM THE SUMMITS TO THE SEAS.

A COMPARATIVELY LOW IMPACT DIVERSION, MINIMIZED BY PRUDENT ZONING, SHOULD BE THE CALL. DROUGHT-RESISTANT LANDSCAPING AND EXTREME WATER-SAVING APPLIANCES SHOULD BECOME LAW BEFORE ONE MORE GALLON OF AMERICAN RIVER WATER IS DIVERTED.

YOU MAY THINK THESE IDEAS DRACONIAN, BUT DRASTIC TIMES CALL FOR CONSERVATIVE MEASURES. THAT'S -- I JUXTAPOSED TWO OF MY PAGES. I APOLOGIZE IF SOME OF THIS DIDN'T MAKE SENSE.

T-4.B VERY QUICKLY, I WOULD JUST LIKE TO ASK PLACER COUNTY -- JUST SEEMS TO ME THAT IT'S A VERY VAGUE AND RELATIVE TERM TO SAY THAT THE BEST RECOMMENDED CONSERVATION PRACTICES ARE BEING IMPLEMENTED, BECAUSE

B. Please refer to Master Response 3.1.11, Placer County Water Agency's Water Conservation Program.

THESE CAN MEAN WIDELY VARIANT THINGS TO MANY, MANY PEOPLE.

AND I REALLY THINK CONSERVATION IS THE WAY TO GO, AND I WANT TO SEE A BIG CONCRETE PLUG POURED THE WHOLE LENGTH OF THAT TUNNEL. WE'RE INVITING A DISASTER OF BIBLICAL PROPORTIONS IF WE BUILD AUBURN DAM.

MR. HALL: THANKS, BOB.

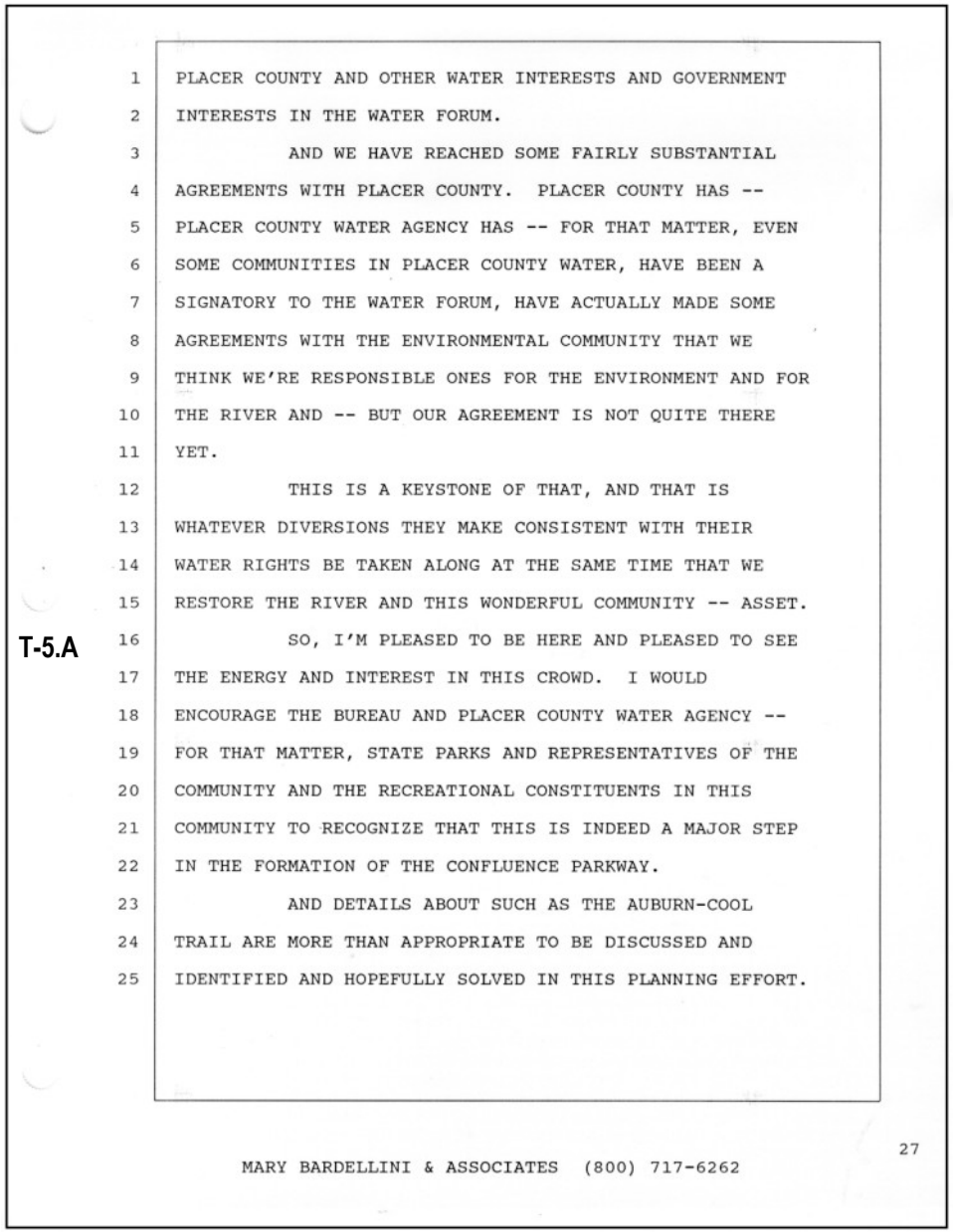
RON STORK, FOLLOWED BY JIM LARIMER.

T-5

MR. STORK: MY NAME IS RON STORK, AND I'M A CONSERVATIONIST WITH THE FRIENDS OF RIVER. I THINK THE TURNOUT TONIGHT SHOWS JUST HOW IMPORTANT AND HOW READY THIS COMMUNITY IS FOR THE AMERICAN RIVER CONFLUENCE PARKWAY. OUR PARK IS CLEARLY HAPPENING, FOLKS.

THE ISSUES THAT WERE ASSOCIATED WITH THE CLOSURE OF THE NO-HANDS BRIDGE CREATED AN INTERESTING CLINICAL DYNAMIC, THE OPENING -- THE GRADUAL KIND OF QUASI-LEGAL USE OF THE CONFLUENCE PARKWAY HAS, I THINK, BECOME AN ACKNOWLEDGED FACT IN THIS COMMUNITY, AND PEOPLE ARE CLEARLY EXCITED ABOUT THE OPPORTUNITY TO PARTICIPATE IN THE PLANNING AND DEVELOPMENT AND ENJOYMENT OF THIS BEAUTIFUL LANDSCAPE.

CLEARLY THIS PROJECT IS THE INTERSECTION OF THAT -- OF THAT FORCE AND INTEREST IN THIS COMMUNITY. IT'S ALSO AN INTERSECTION OF THE SEVEN OR SO YEARS OF NEGOTIATION BETWEEN THE ENVIRONMENTAL COMMUNITY AND



PLACER COUNTY AND OTHER WATER INTERESTS AND GOVERNMENT INTERESTS IN THE WATER FORUM.

AND WE HAVE REACHED SOME FAIRLY SUBSTANTIAL AGREEMENTS WITH PLACER COUNTY. PLACER COUNTY HAS -- PLACER COUNTY WATER AGENCY HAS -- FOR THAT MATTER, EVEN SOME COMMUNITIES IN PLACER COUNTY WATER, HAVE BEEN A SIGNATORY TO THE WATER FORUM, HAVE ACTUALLY MADE SOME AGREEMENTS WITH THE ENVIRONMENTAL COMMUNITY THAT WE THINK WE'RE RESPONSIBLE ONES FOR THE ENVIRONMENT AND FOR THE RIVER AND -- BUT OUR AGREEMENT IS NOT QUITE THERE YET.

THIS IS A KEYSTONE OF THAT, AND THAT IS WHATEVER DIVERSIONS THEY MAKE CONSISTENT WITH THEIR WATER RIGHTS BE TAKEN ALONG AT THE SAME TIME THAT WE RESTORE THE RIVER AND THIS WONDERFUL COMMUNITY -- ASSET.

SO, I'M PLEASED TO BE HERE AND PLEASED TO SEE THE ENERGY AND INTEREST IN THIS CROWD. I WOULD ENCOURAGE THE BUREAU AND PLACER COUNTY WATER AGENCY -- FOR THAT MATTER, STATE PARKS AND REPRESENTATIVES OF THE COMMUNITY AND THE RECREATIONAL CONSTITUENTS IN THIS COMMUNITY TO RECOGNIZE THAT THIS IS INDEED A MAJOR STEP IN THE FORMATION OF THE CONFLUENCE PARKWAY.

AND DETAILS ABOUT SUCH AS THE AUBURN-COOL TRAIL ARE MORE THAN APPROPRIATE TO BE DISCUSSED AND IDENTIFIED AND HOPEFULLY SOLVED IN THIS PLANNING EFFORT.

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T-5.A

A. Project support noted.

AND IF THEY CAN'T BE, THEY NEED TO BE SOLVED IN A PLANNING EFFORT THAT IS EQUALLY CONTEMPORANEOUS.

I UNDERSTAND THAT THERE MAY BE SOME INTEREST -- I THINK THERE'S BEEN COMMITMENTS ON THE PART OF RECLAMATION AND STATE PARKS TO REALLY BEGIN AN EARNEST PLANNING FOR THE CONFLUENCE IN PARTICULAR AND PARK AREA, SO WE ALL HAVE OUR WORK CUT OUT, BUT THAT IS JOYFUL CIRCUMSTANCE TO BE IN.

THANK YOU.

MR. HALL: THANKS, RON.

T-6

JIM LARIMER, FOLLOWED BY BILL PRYOR.

MR. LARIMER: THIS IS REALLY EXCITING TO SEE THIS KIND OF TURNOUT BECAUSE IT IS AN ISSUE THAT'S DEAR TO MANY HEARTS. I'VE LIVED IN THIS AREA MY ENTIRE LIFE AND TRAVELED UP AND DOWN BOTH BY RIVER AND TRAILS IN THESE CANYONS, SO IT REALLY IS PHYSICALLY AND EMOTIONALLY VERY IMPORTANT FOR US AND THOSE WHO FOLLOW US.

SOME OF THE CONCERNS THAT I HAVE ON THE ENVIRONMENTAL REPORT IS IT DOES IDENTIFY SOME PROBLEMS, BUT IT DOESN'T PROVIDE SOLUTIONS. I DON'T THINK MANY OF US IN OUR GROUP HAVE A PROBLEM WITH THE PROJECT ITSELF BECAUSE, YOU KNOW, OBVIOUSLY WE NEED WATER, AND EVERYONE WANTS TO SEE THE RIVER RESTORED.

BUT WE HAVE LEARNED THAT ONCE WE LOSE A TRAIL,

T-6.A

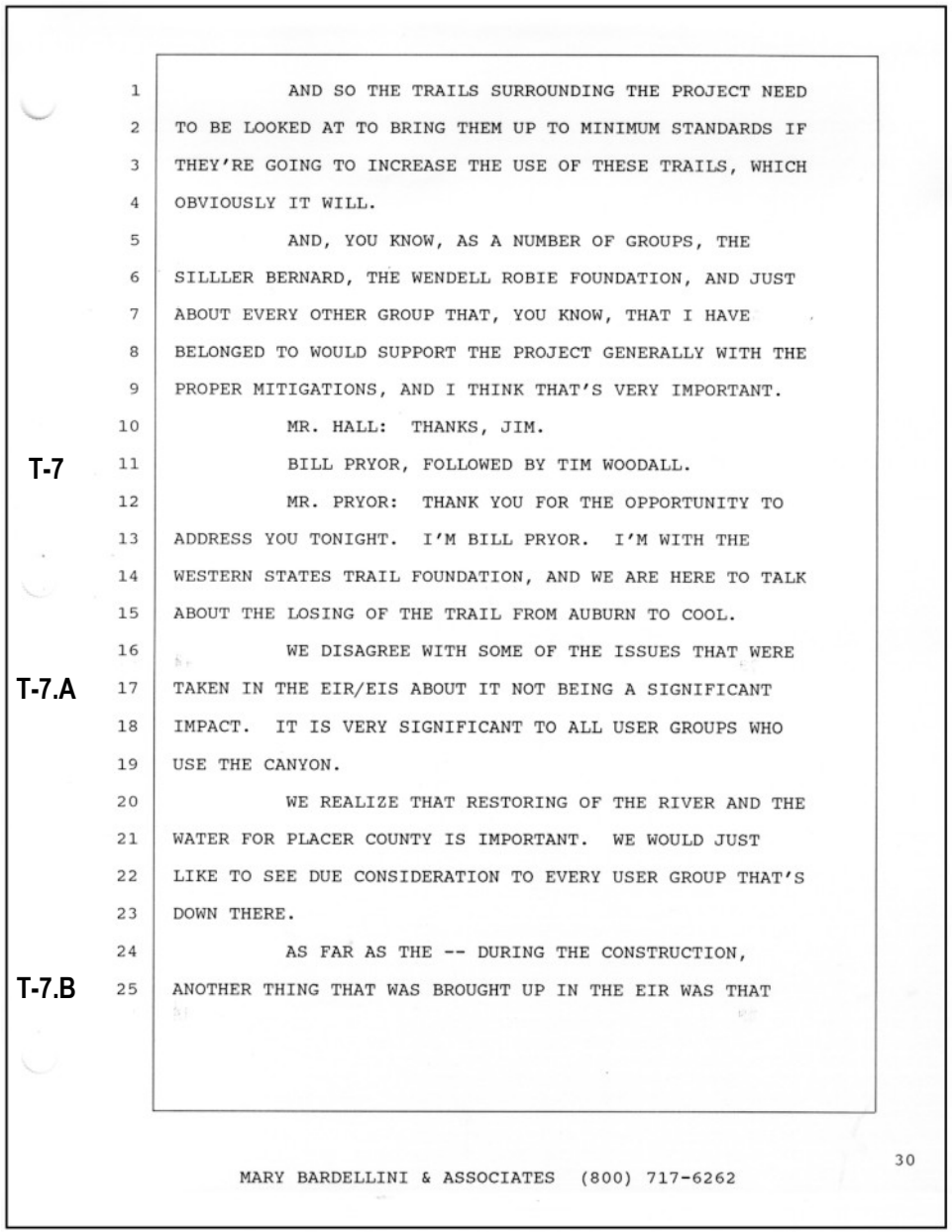
IT DOESN'T JUST COME BACK. IT HAS TO BE ADDRESSED BEFORE THAT TRAIL CLOSES AS TO WHAT ARE WE GOING TO DO. IF WE SIMPLY CLOSE THE TRAIL AND SAYS IT'S AN UNAVOIDABLE IMPACT, WE'VE LOST IT.

AND SO THERE HAS TO BE SOME KIND OF MITIGATION, WHETHER IT'S IN THE FORM OF A BRIDGE, WHICH BENEFITS ALL THE USERS, INCLUDING THE MOUNTAIN BIKES AND EQUESTRIANS AND HIKERS AND RUNNERS. AND THAT'S PROBABLY THE PREFERRED, BECAUSE IT DOES PROTECT EVERY GROUP, AND ALSO ALLOWS A NEW USE FOR THE RIVER RAFTING GOING THROUGH THERE.

AT THE VERY LEAST, THE REPORT TALKS ABOUT INCREASED PARKING AT THE CONFLUENCE OF THE AMERICAN RIVERS AND ALSO, YOU KNOW, THE LOSS OF A TRAIL IF THERE ISN'T A BRIDGE PUT IN. SO, WHAT ARE THESE EQUESTRIAN AND HIKERS GOING TO DO? THEY'RE GOING TO USE OTHER ADJOINING TRAILS.

A LOT OF THESE OTHER ADJOINING TRAILS ARE NOT PREPARED TO ACCEPT ADDITIONAL USE AND DEMAND. FOR EXAMPLE, THE TRAIL FROM NO-HANDS BRIDGE UP TO COOL IS IN TERRIBLE CONDITION FOR ITS CURRENT USE. YOU ADD ANOTHER GROUP OF PEOPLE THAT GO DOWN AND PARK AT THE CONFLUENCE OR NEED TO GO TO COOL OR DESIRE TO GO TO COOL AS A RECREATION, THEN YOU ARE IMPACTING SEVERELY AN ALREADY BAD SITUATION INTO A SERIOUS SITUATION.

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.



AND SO THE TRAILS SURROUNDING THE PROJECT NEED TO BE LOOKED AT TO BRING THEM UP TO MINIMUM STANDARDS IF THEY'RE GOING TO INCREASE THE USE OF THESE TRAILS, WHICH OBVIOUSLY IT WILL.

AND, YOU KNOW, AS A NUMBER OF GROUPS, THE SILLLER BERNARD, THE WENDELL ROBIE FOUNDATION, AND JUST ABOUT EVERY OTHER GROUP THAT, YOU KNOW, THAT I HAVE BELONGED TO WOULD SUPPORT THE PROJECT GENERALLY WITH THE PROPER MITIGATIONS, AND I THINK THAT'S VERY IMPORTANT.

MR. HALL: THANKS, JIM.

T-7 BILL PRYOR, FOLLOWED BY TIM WOODALL.

MR. PRYOR: THANK YOU FOR THE OPPORTUNITY TO ADDRESS YOU TONIGHT. I'M BILL PRYOR. I'M WITH THE WESTERN STATES TRAIL FOUNDATION, AND WE ARE HERE TO TALK ABOUT THE LOSING OF THE TRAIL FROM AUBURN TO COOL.

T-7.A WE DISAGREE WITH SOME OF THE ISSUES THAT WERE TAKEN IN THE EIR/EIS ABOUT IT NOT BEING A SIGNIFICANT IMPACT. IT IS VERY SIGNIFICANT TO ALL USER GROUPS WHO USE THE CANYON.

WE REALIZE THAT RESTORING OF THE RIVER AND THE WATER FOR PLACER COUNTY IS IMPORTANT. WE WOULD JUST LIKE TO SEE DUE CONSIDERATION TO EVERY USER GROUP THAT'S DOWN THERE.

AS FAR AS THE -- DURING THE CONSTRUCTION,

T-7.B ANOTHER THING THAT WAS BROUGHT UP IN THE EIR WAS THAT

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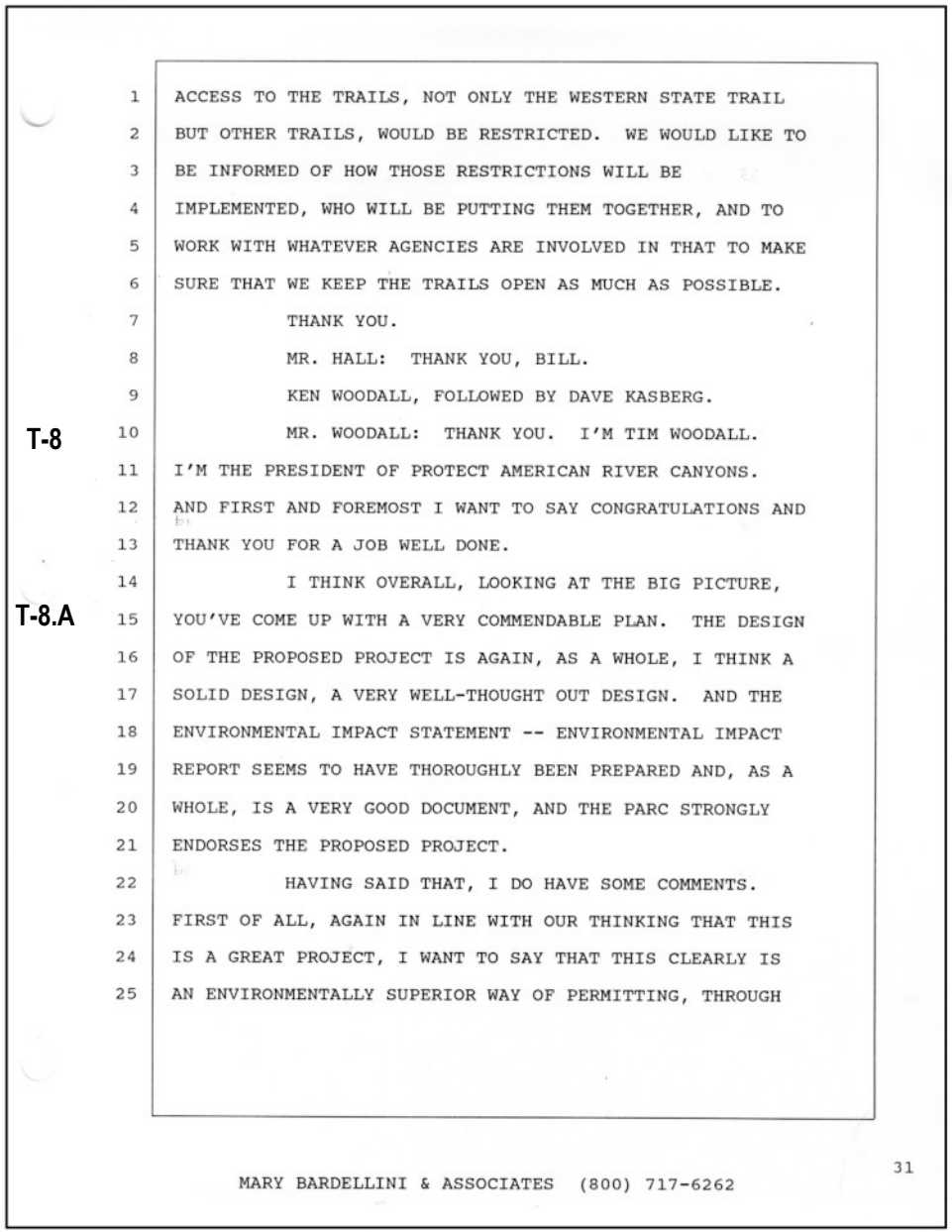
A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

B. Please refer to Master Response 3.1.3, Recreation Trail Access During Construction.



ACCESS TO THE TRAILS, NOT ONLY THE WESTERN STATE TRAIL
BUT OTHER TRAILS, WOULD BE RESTRICTED. WE WOULD LIKE TO
BE INFORMED OF HOW THOSE RESTRICTIONS WILL BE
IMPLEMENTED, WHO WILL BE PUTTING THEM TOGETHER, AND TO
WORK WITH WHATEVER AGENCIES ARE INVOLVED IN THAT TO MAKE
SURE THAT WE KEEP THE TRAILS OPEN AS MUCH AS POSSIBLE.
THANK YOU.
MR. HALL: THANK YOU, BILL.
KEN WOODALL, FOLLOWED BY DAVE KASBERG.
T-8 MR. WOODALL: THANK YOU. I'M TIM WOODALL.
I'M THE PRESIDENT OF PROTECT AMERICAN RIVER CANYONS.
AND FIRST AND FOREMOST I WANT TO SAY CONGRATULATIONS AND
THANK YOU FOR A JOB WELL DONE.
I THINK OVERALL, LOOKING AT THE BIG PICTURE,
T-8.A YOU'VE COME UP WITH A VERY COMMENDABLE PLAN. THE DESIGN
OF THE PROPOSED PROJECT IS AGAIN, AS A WHOLE, I THINK A
SOLID DESIGN, A VERY WELL-THOUGHT OUT DESIGN. AND THE
ENVIRONMENTAL IMPACT STATEMENT -- ENVIRONMENTAL IMPACT
REPORT SEEMS TO HAVE THOROUGHLY BEEN PREPARED AND, AS A
WHOLE, IS A VERY GOOD DOCUMENT, AND THE PARC STRONGLY
ENDORSES THE PROPOSED PROJECT.
HAVING SAID THAT, I DO HAVE SOME COMMENTS.
FIRST OF ALL, AGAIN IN LINE WITH OUR THINKING THAT THIS
IS A GREAT PROJECT, I WANT TO SAY THAT THIS CLEARLY IS
AN ENVIRONMENTALLY SUPERIOR WAY OF PERMITTING, THROUGH

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A. Project support noted.

THE PLACER COUNTY WATER AGENCY, TO SATISFY ITS WATER RIGHTS. IT DOES HAVE EXISTING RIGHTS IN THE AMERICAN RIVER, AND THIS IS THE -- BY FAR THE ENVIRONMENTALLY SUPERIOR WAY TO SATISFY THOSE RIGHTS.

WHEN YOU THINK ABOUT WHAT THE ORIGINAL AND STILL THREATENED IDEA WAS FOR SATISFYING THOSE WATER RIGHTS, I WOULD SAY WE SHOULD ALL BE EXTREMELY THANKFUL FOR THIS PROPOSAL AND FOR SATISFYING THOSE RIGHTS THIS WAY.

IT'S ALSO A GOOD THING THAT THIS PROJECT WILL ELIMINATE THE SAFETY HAZARD THAT THE BYPASS TUNNEL REPRESENTS. THANK GOD NOBODY HAS DIED IN THAT TUNNEL YET, BUT THAT IS A VERY REAL POSSIBILITY. IT COULD HAPPEN, AND IT WILL BE GOOD TO HAVE THAT THREAT ELIMINATED.

IT'S ALSO A GOOD THING THAT THIS PROJECT IS GOING TO RESTORE THE RIVER TO A NATURALLY APPEARING AND A NATURALLY FUNCTIONING RIVER CHANNEL. AND IN THE PROCESS, OF COURSE, THAT'S GOING TO GREATLY ENHANCE THE RIVER'S FISH AND WILDLIFE VALUES, THE SCENIC VALUE OF THE RIVER AND CANYON, AND RECREATIONAL VALUES OF THE CANYON AND RIVER.

I'M GLAD TO SEE THAT THE PROJECT PROPONENTS ARE TAKING THIS PART OF THE PROJECT DESIGN SERIOUSLY, AND THEY REALLY WANT TO CREATE A NATURALLY FUNCTIONING

AND APPEARING STABLE RIVER CHANNEL. THAT'S A VERY GOOD THING.

THE RECREATIONAL ACCESS COMPONENTS OF THE PLAN ARE ALSO APPROPRIATE. I WAS ACTUALLY, AFTER HAVING READ THROUGH THE DRAFT PLAN, I WAS VERY PLEASED TO SEE THAT THE DESIGN COMPONENTS FOR RECREATIONAL ACCESS AND USE OF THE RIVER CANYON AND THIS PART OF THE CANYON ARE VERY MUCH IN LINE WITH VERY CLOSE TO WHAT PARC HAS BEEN ADVOCATING FOR QUITE A FEW YEARS NOW. THIS IS WHAT WE HAD IN MIND, BY AND LARGE, WITH REGARD TO THE RECREATIONAL COMPONENTS OF THE PLAN.

IT WILL BE WONDERFUL TO HAVE VEHICULAR ACCESS POSSIBLE TO THIS PART OF THE CANYON. IT'S RIGHT ON THE EDGE OF THE CITY OF AUBURN. PEOPLE WHO LIVE HERE ARE GOING TO BENEFIT GREATLY BY BEING ABLE TO GET INTO THIS CANYON MORE EASILY.

IT'S GOING TO CREATE AND MAKE VERY FEASIBLE A NICE, SHORT, EASY BOATING EXPERIENCE FROM THE CONFLUENCE OF THE NORTH AND MIDDLE FORKS DOWN TO THE DAM SITE OR A LITTLE FURTHER DOWN TO OREGON BAR, WITH VEHICULAR ACCESS TO MAKE THAT A DOABLE THING FOR FOLKS WITHOUT SPENDING THE ENTIRE DAY AT IT. SO, THAT'S A GOOD THING. WE'RE HAPPY WITH THAT.

AND WE'RE ALSO HAPPY WITH THE FACT THAT THERE'S NOT A PLAN TO CREATE A DISNEYLAND-TYPE PARKING

LOT IN THE CANYON. THAT'S NOT SOMETHING THAT WE THINK IS THE BEST INTEREST OF THE CANYON OR THE ENVIRONMENT OR THE COMMUNITY, QUITE FRANKLY. I THINK WE'RE GOING TO BE ABLE TO RETAIN THE PRIMITIVE FEEL FOR THE CANYON AND RESPECT THE ENVIRONMENTAL VALUES OF THE CANYON, AND THAT ALSO IS A VERY GOOD THING.

SO, AGAIN, CONGRATULATIONS. THANK YOU. IT'S A GREAT PROPOSAL. WE, AS WELL AS MANY OF THE PEOPLE IN THIS ROOM, HOWEVER, STILL ARE CONCERNED ABOUT THE

T-8.B

CLOSURE OF THE AUBURN -- AUBURN TO COOL TRAIL THROUGH THE DAM SITE. WE AGREE THAT'S VERY SIGNIFICANT IMPACT, AND I THINK THE ENVIRONMENTAL DOCUMENT DOES IDENTIFY THIS AS A SIGNIFICANT IMPACT.

WE DISAGREE, HOWEVER, THAT IT'S AN UNAVOIDABLE IMPACT AND THERE ARE NO FEASIBLE MITIGATION MEASURES. THERE ARE, WE BELIEVE, FEASIBLE MITIGATION MEASURES. WE FEEL THOSE SHOULD BE ANALYZED AND ADDRESSED.

WE THINK THE PEDESTRIAN BRIDGE IS THE BEST ALTERNATIVE TO PRESERVING THAT TRAIL CONNECTOR. WE WOULD LIKE TO SEE IT HAPPEN NOW, IF AT ALL POSSIBLE. AUBURN STATE RECREATION PLANNING PROCESS IS ANOTHER POSSIBLE VENUE FOR THAT TO OCCUR, BUT WE FEEL THIS IS THE BEST AND IDEAL TIME TO LOOK AT THAT AND HOPEFULLY TO MAKE THAT POSSIBLE. A FORD OF THE RIVER IS ANOTHER POSSIBILITY. WE THINK THE PEDESTRIAN BRIDGE PROVIDES A

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B. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

SUPERIOR MEANS OF ALLOWING ALL RECREATIONAL USERS TO CONTINUE TO USE THAT TRAIL.

SO, IN CLOSING, I WANT TO SAY THANK YOU ALL FOR COMING OUT. IT'S GREAT TO SEE THIS KIND OF TURNOUT. IT DEMONSTRATES HOW IMPORTANT THIS PARTICULAR PROJECT IS TO THIS COMMUNITY, AND I WANT YOU ALL TO STAY TUNED, AND LET'S MAKE SURE THAT THIS THING GETS CARRIED THROUGH AS IT SHOULD.

THANK YOU.

MR. HALL: THANKS, TIM.

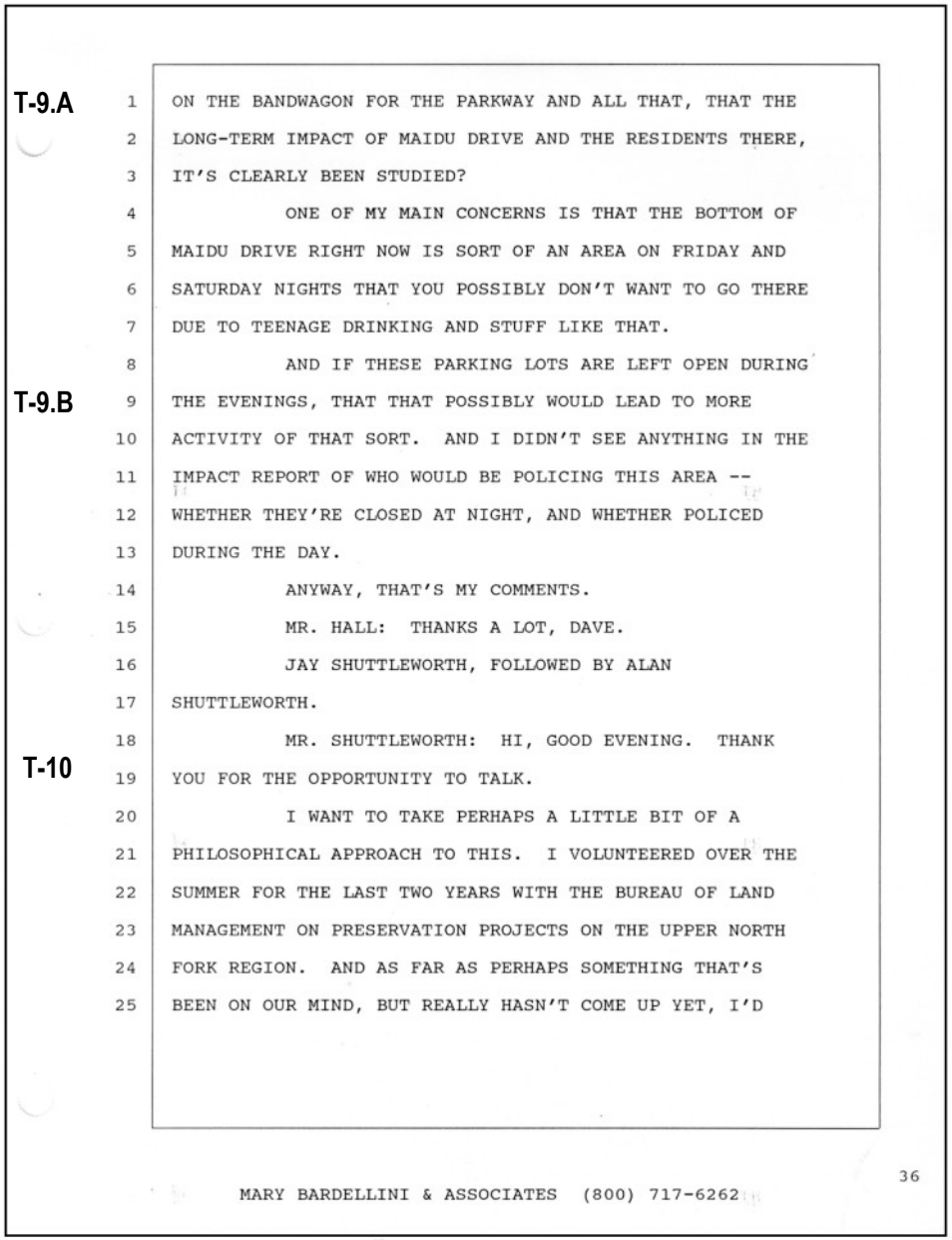
DAVE KASBERG, FOLLOWED BY JAY SHUTTLEWORTH.

T-9

MR. KASBERG: HI, MY NAME IS DAVE KASBERG. I'M AN AUBURN RESIDENT OF 15 YEARS, AND I LIVE RIGHT OFF OF MAIDU, SO THIS HAS BEEN MY PLAYGROUND FOR BIKING AND HIKING FOR ALMOST THAT TIME, SINCE IT'S BEEN LEGAL AT LEAST.

SO, MY -- I'M SORT OF TORN BETWEEN THIS WHOLE PROPOSAL. AS FAR AS THE PARKING LOTS DOWN THERE, MAIDU DRIVE RESIDENT -- AND BASED ON THE NUMBER OF MAIDU DRIVE RESIDENTS HERE, I'M CURIOUS WHETHER ALL THE RESIDENTS IN THOSE NEIGHBORHOODS HAVE BEEN INFORMED OF THE POSSIBLE AND POTENTIAL IMPACT OF THE INCREASED TRAFFIC TO THOSE PARKING LOTS.

SO, MY MAIN CONCERN IS HAVE WE ACTUALLY EVALUATED, WITH ALL THESE OTHER GROUPS, SORT OF JUMPING



ON THE BANDWAGON FOR THE PARKWAY AND ALL THAT, THAT THE LONG-TERM IMPACT OF MAIDU DRIVE AND THE RESIDENTS THERE, IT'S CLEARLY BEEN STUDIED?

ONE OF MY MAIN CONCERNS IS THAT THE BOTTOM OF MAIDU DRIVE RIGHT NOW IS SORT OF AN AREA ON FRIDAY AND SATURDAY NIGHTS THAT YOU POSSIBLY DON'T WANT TO GO THERE DUE TO TEENAGE DRINKING AND STUFF LIKE THAT.

AND IF THESE PARKING LOTS ARE LEFT OPEN DURING THE EVENINGS, THAT THAT POSSIBLY WOULD LEAD TO MORE ACTIVITY OF THAT SORT. AND I DIDN'T SEE ANYTHING IN THE IMPACT REPORT OF WHO WOULD BE POLICING THIS AREA -- WHETHER THEY'RE CLOSED AT NIGHT, AND WHETHER POLICED DURING THE DAY.

ANYWAY, THAT'S MY COMMENTS.

MR. HALL: THANKS A LOT, DAVE.

JAY SHUTTLEWORTH, FOLLOWED BY ALAN SHUTTLEWORTH.

MR. SHUTTLEWORTH: HI, GOOD EVENING. THANK YOU FOR THE OPPORTUNITY TO TALK.

I WANT TO TAKE PERHAPS A LITTLE BIT OF A PHILOSOPHICAL APPROACH TO THIS. I VOLUNTEERED OVER THE SUMMER FOR THE LAST TWO YEARS WITH THE BUREAU OF LAND MANAGEMENT ON PRESERVATION PROJECTS ON THE UPPER NORTH FORK REGION. AND AS FAR AS PERHAPS SOMETHING THAT'S BEEN ON OUR MIND, BUT REALLY HASN'T COME UP YET, I'D

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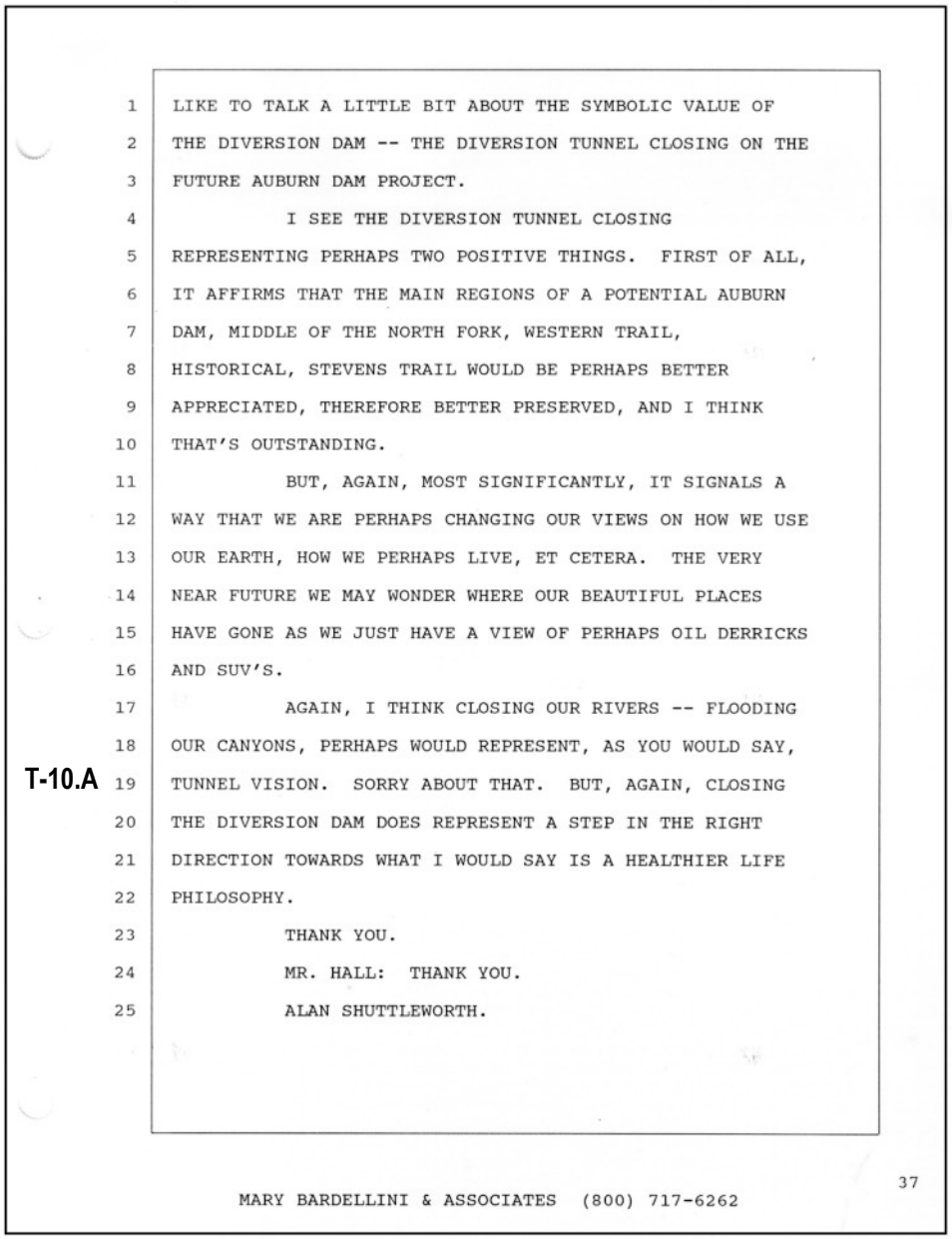
T-9.A

T-9.B

T-10

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.6, Public River Access Features.



LIKE TO TALK A LITTLE BIT ABOUT THE SYMBOLIC VALUE OF THE DIVERSION DAM -- THE DIVERSION TUNNEL CLOSING ON THE FUTURE AUBURN DAM PROJECT.

I SEE THE DIVERSION TUNNEL CLOSING REPRESENTING PERHAPS TWO POSITIVE THINGS. FIRST OF ALL, IT AFFIRMS THAT THE MAIN REGIONS OF A POTENTIAL AUBURN DAM, MIDDLE OF THE NORTH FORK, WESTERN TRAIL, HISTORICAL, STEVENS TRAIL WOULD BE PERHAPS BETTER APPRECIATED, THEREFORE BETTER PRESERVED, AND I THINK THAT'S OUTSTANDING.

BUT, AGAIN, MOST SIGNIFICANTLY, IT SIGNALS A WAY THAT WE ARE PERHAPS CHANGING OUR VIEWS ON HOW WE USE OUR EARTH, HOW WE PERHAPS LIVE, ET CETERA. THE VERY NEAR FUTURE WE MAY WONDER WHERE OUR BEAUTIFUL PLACES HAVE GONE AS WE JUST HAVE A VIEW OF PERHAPS OIL DERRICKS AND SUV'S.

AGAIN, I THINK CLOSING OUR RIVERS -- FLOODING OUR CANYONS, PERHAPS WOULD REPRESENT, AS YOU WOULD SAY, TUNNEL VISION. SORRY ABOUT THAT. BUT, AGAIN, CLOSING THE DIVERSION DAM DOES REPRESENT A STEP IN THE RIGHT DIRECTION TOWARDS WHAT I WOULD SAY IS A HEALTHIER LIFE PHILOSOPHY.

THANK YOU.

MR. HALL: THANK YOU.

ALAN SHUTTLEWORTH.

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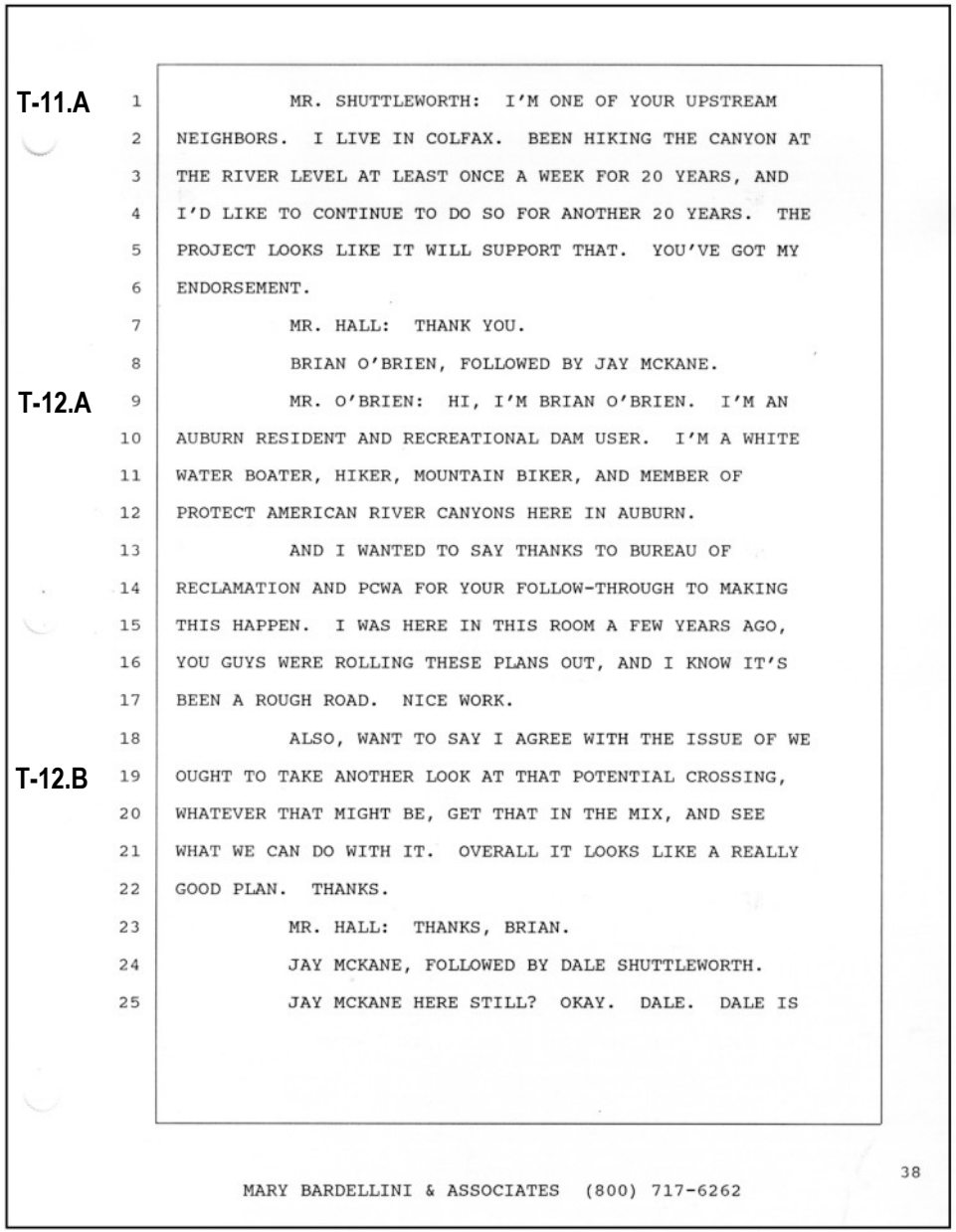
T-10.A

A. Project support noted.



MR. SHUTTLEWORTH: I'M ONE OF YOUR UPSTREAM NEIGHBORS. I LIVE IN COLFAX. BEEN HIKING THE CANYON AT THE RIVER LEVEL AT LEAST ONCE A WEEK FOR 20 YEARS, AND I'D LIKE TO CONTINUE TO DO SO FOR ANOTHER 20 YEARS. THE PROJECT LOOKS LIKE IT WILL SUPPORT THAT. YOU'VE GOT MY ENDORSEMENT.

MR. HALL: THANK YOU.

BRIAN O'BRIEN, FOLLOWED BY JAY MCKANE.

MR. O'BRIEN: HI, I'M BRIAN O'BRIEN. I'M AN AUBURN RESIDENT AND RECREATIONAL DAM USER. I'M A WHITE WATER BOATER, HIKER, MOUNTAIN BIKER, AND MEMBER OF PROTECT AMERICAN RIVER CANYONS HERE IN AUBURN.

AND I WANTED TO SAY THANKS TO BUREAU OF RECLAMATION AND PCWA FOR YOUR FOLLOW-THROUGH TO MAKING THIS HAPPEN. I WAS HERE IN THIS ROOM A FEW YEARS AGO, YOU GUYS WERE ROLLING THESE PLANS OUT, AND I KNOW IT'S BEEN A ROUGH ROAD. NICE WORK.

ALSO, WANT TO SAY I AGREE WITH THE ISSUE OF WE OUGHT TO TAKE ANOTHER LOOK AT THAT POTENTIAL CROSSING, WHATEVER THAT MIGHT BE, GET THAT IN THE MIX, AND SEE WHAT WE CAN DO WITH IT. OVERALL IT LOOKS LIKE A REALLY GOOD PLAN. THANKS.

MR. HALL: THANKS, BRIAN.

JAY MCKANE, FOLLOWED BY DALE SHUTTLEWORTH.

JAY MCKANE HERE STILL? OKAY. DALE. DALE IS

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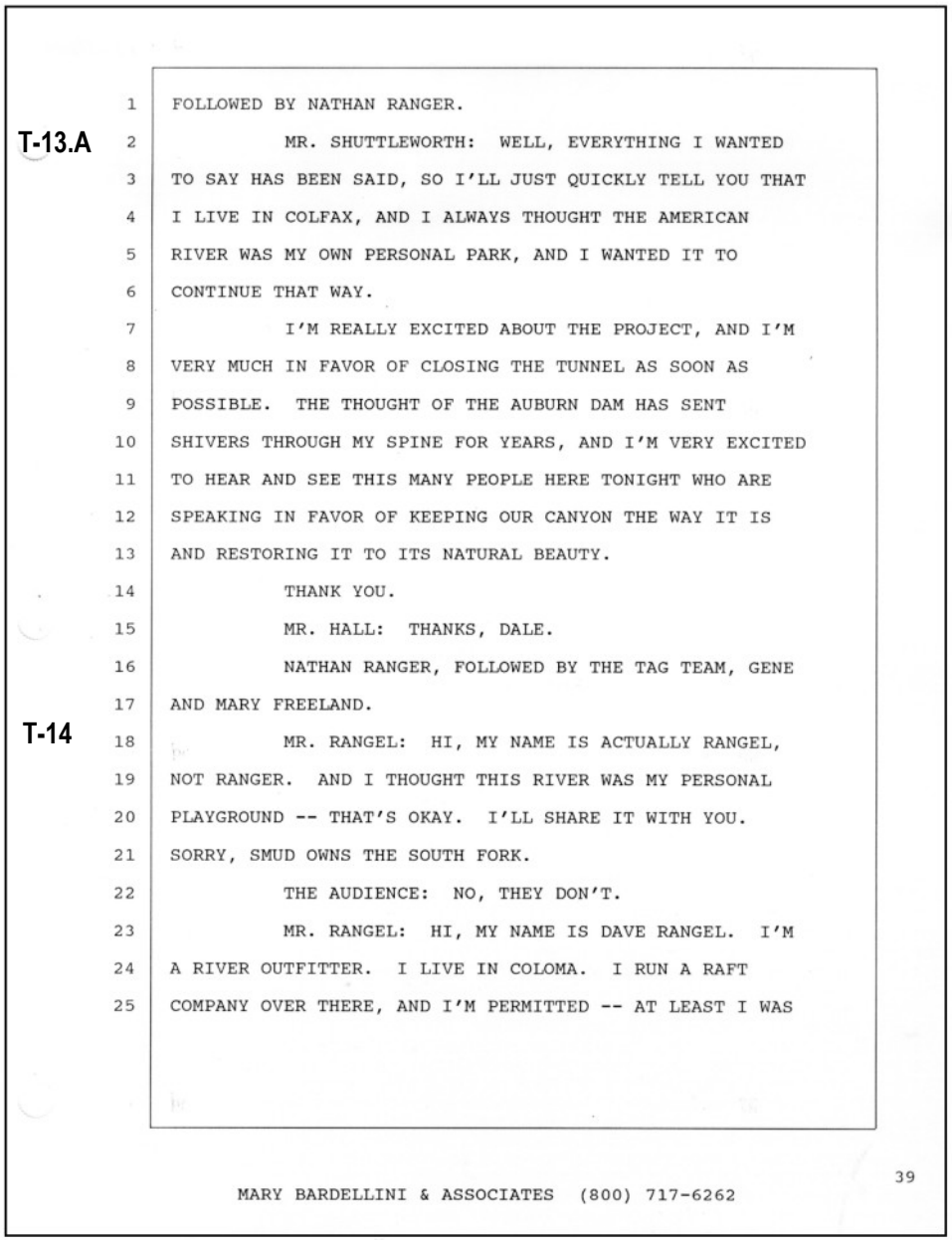
T-11.A A. Project support noted.

T-12.A A. Project support noted.

T-12.B B. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.



FOLLOWED BY NATHAN RANGER.

T-13.A MR. SHUTTLEWORTH: WELL, EVERYTHING I WANTED TO SAY HAS BEEN SAID, SO I'LL JUST QUICKLY TELL YOU THAT I LIVE IN COLFAX, AND I ALWAYS THOUGHT THE AMERICAN RIVER WAS MY OWN PERSONAL PARK, AND I WANTED IT TO CONTINUE THAT WAY.

I'M REALLY EXCITED ABOUT THE PROJECT, AND I'M VERY MUCH IN FAVOR OF CLOSING THE TUNNEL AS SOON AS POSSIBLE. THE THOUGHT OF THE AUBURN DAM HAS SENT SHIVERS THROUGH MY SPINE FOR YEARS, AND I'M VERY EXCITED TO HEAR AND SEE THIS MANY PEOPLE HERE TONIGHT WHO ARE SPEAKING IN FAVOR OF KEEPING OUR CANYON THE WAY IT IS AND RESTORING IT TO ITS NATURAL BEAUTY.

THANK YOU.

MR. HALL: THANKS, DALE.

NATHAN RANGER, FOLLOWED BY THE TAG TEAM, GENE AND MARY FREELAND.

T-14 MR. RANGEL: HI, MY NAME IS ACTUALLY RANGEL, NOT RANGER. AND I THOUGHT THIS RIVER WAS MY PERSONAL PLAYGROUND -- THAT'S OKAY. I'LL SHARE IT WITH YOU. SORRY, SMUD OWNS THE SOUTH FORK.

THE AUDIENCE: NO, THEY DON'T.

MR. RANGEL: HI, MY NAME IS DAVE RANGEL. I'M A RIVER OUTFITTER. I LIVE IN COLOMA. I RUN A RAFT COMPANY OVER THERE, AND I'M PERMITTED -- AT LEAST I WAS

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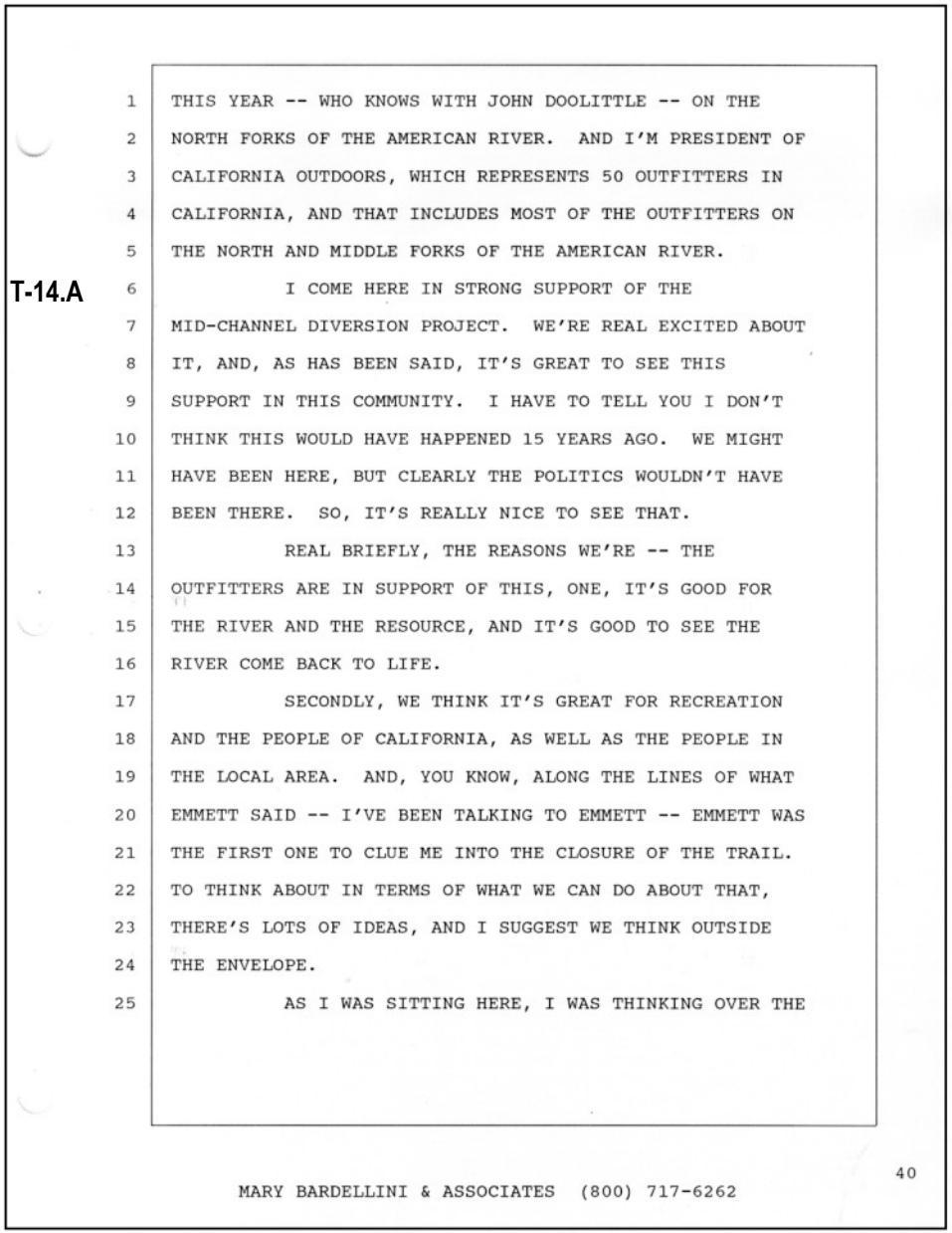
A. Project support noted.



THIS YEAR -- WHO KNOWS WITH JOHN DOOLITTLE -- ON THE NORTH FORKS OF THE AMERICAN RIVER. AND I'M PRESIDENT OF CALIFORNIA OUTDOORS, WHICH REPRESENTS 50 OUTFITTERS IN CALIFORNIA, AND THAT INCLUDES MOST OF THE OUTFITTERS ON THE NORTH AND MIDDLE FORKS OF THE AMERICAN RIVER.

I COME HERE IN STRONG SUPPORT OF THE MID-CHANNEL DIVERSION PROJECT. WE'RE REAL EXCITED ABOUT IT, AND, AS HAS BEEN SAID, IT'S GREAT TO SEE THIS SUPPORT IN THIS COMMUNITY. I HAVE TO TELL YOU I DON'T THINK THIS WOULD HAVE HAPPENED 15 YEARS AGO. WE MIGHT HAVE BEEN HERE, BUT CLEARLY THE POLITICS WOULDN'T HAVE BEEN THERE. SO, IT'S REALLY NICE TO SEE THAT.

REAL BRIEFLY, THE REASONS WE'RE -- THE OUTFITTERS ARE IN SUPPORT OF THIS, ONE, IT'S GOOD FOR THE RIVER AND THE RESOURCE, AND IT'S GOOD TO SEE THE RIVER COME BACK TO LIFE.

SECONDLY, WE THINK IT'S GREAT FOR RECREATION AND THE PEOPLE OF CALIFORNIA, AS WELL AS THE PEOPLE IN THE LOCAL AREA. AND, YOU KNOW, ALONG THE LINES OF WHAT EMMETT SAID -- I'VE BEEN TALKING TO EMMETT -- EMMETT WAS THE FIRST ONE TO CLUE ME INTO THE CLOSURE OF THE TRAIL. TO THINK ABOUT IN TERMS OF WHAT WE CAN DO ABOUT THAT, THERE'S LOTS OF IDEAS, AND I SUGGEST WE THINK OUTSIDE THE ENVELOPE.

AS I WAS SITTING HERE, I WAS THINKING OVER THE

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T-14.A

A. Project support noted.

PAST YEARS, OVER THE 10, WHERE THERE WAS ENOUGH WATER, THEY COULDN'T CLOSE IT TO ALLOW THE HUNDRED MILE RUN ON TRAIL, OUR ORGANIZATION HAS PROVIDED ESSENTIALLY A FERRY SERVICE WITH RAFTS AND -- I'M JUST THINKING -- I'M THINKING MAYBE -- NO. NO. NO. NO. THIS ISN'T A COMMERCIAL THING, BUT, YOU KNOW, GUYS -- YOU HAVE NO FAITH. YOU PEOPLE HAVE NO FAITH.

MAYBE SOMETHING COULD HAPPEN -- ONE OF THE CONCERNS I'VE GOT ABOUT A BRIDGE IS BRIDGES SOMETIMES CAN BE BIG AND UGLY, AND MAYBE SOMETHING COULD HAPPEN ALONG THE LINES OF MAYBE A HISTORICALLY, YOU KNOW, ACCURATE LITERAL FERRY, THAT'S A WOODEN FERRY BUILT WITH A HIGH LINE OR SOMETHING LIKE THAT -- I DON'T KNOW, BUT IT'S JUST A THOUGHT, SOMETHING THAT COULD HAPPEN ALONG THOSE LINES. JUST A THOUGHT. I'M NOT INTERESTED IN BEING INVOLVED IN THAT. I'M NOT -- JUST WANT TO GET THAT OUT THERE.

ALSO, I WANTED TO SAY, AND THIS IS REAL IMPORTANT FOR US, IF THERE ARE TWO UTILITY COMPANIES ON ONE RIVER CANYON THAT HAVE BEEN MORE SENSITIVE TO RECREATION NEEDS OF A COMMUNITY AND OF A STATE AND THE CITIZENS OF A STATE, IT WOULD BE PLACER COUNTY WATER AGENCY AND P.G.& E. ON THE MIDDLE FORK OF THE AMERICAN.

AND THAT'S BEEN TRUE FOR YEARS AND YEARS AND YEARS, AND WE'RE EXCITED TO SUPPORT SOMETHING THAT'S

IMPORTANT TO THEM, AND I THINK IT'S IMPORTANT FOR THE COMMUNITY TO RALLY. YOU CAN'T HAVE YOUR CAKE AND EAT IT, TOO, LIKE THEY SAY. THEY DON'T USE THE LAND USE PROVIDING THEY'RE REQUIRED TO PROVIDE THE WATER. IF YOU HAVE PROBLEMS WITH THE LAND USE, GO TO THE APPROPRIATE PEOPLE AND TALK TO THOSE FOLKS. BUT THESE PEOPLE HAVE DONE AN A INCREDIBLE JOB ALONG WITH P.G.& E., AND THEY SHOULD BE RECOGNIZED.

LIKE A LOT OF YOU, I'M GLAD TO SEE THIS PROJECT GO FORWARD. I THINK IT RIGHTFULLY REPRESENTS ANOTHER COFFIN -- ANOTHER NAIL IN THE COFFIN OF THE AUBURN DAM, AND IT REMINDS ME A LITTLE BIT OF WISDOM I SOMETIMES FORGET. IF THE HORSE IS DEAD, GET OFF. AND IF THERE WAS EVER A DEAD HORSE, IT'S THE AUBURN DAM. AND I'M HOPEFUL THAT SOMETIME IN OUR LIFETIME OUR CONGRESSMAN WILL GET OFF THAT HORSE.

THANK YOU.

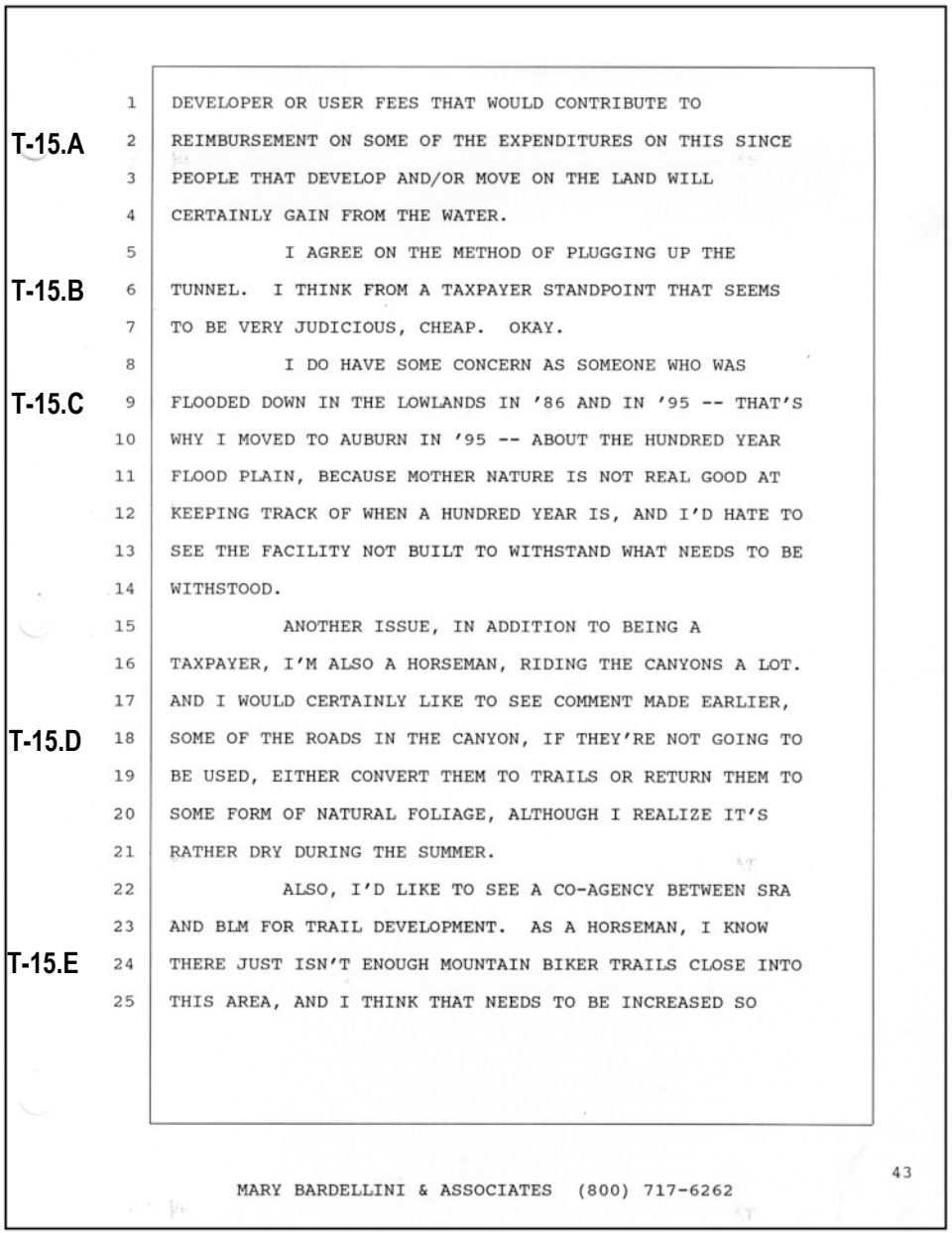
MR. HALL: THANKS, NATE.

T-15

GENE OR MARY FREELAND, FOLLOWED BY MATT PERRY.

MR. FREELAND: THE REASON YOU CALLED US AS A TAG TEAM, AS I WAS SAVING PAPER BY ONLY FILLING OUT ONE SLIP FOR MY WIFE AND I, AND I'LL GO AHEAD AND GO FIRST SINCE I LISTED MY NAME.

I GUESS ONE THING I MIGHT BE CONCERNED ABOUT OR BE INTERESTED IN IS WHETHER THERE WOULD BE ANY FUTURE



DEVELOPER OR USER FEES THAT WOULD CONTRIBUTE TO
T-15.A REIMBURSEMENT ON SOME OF THE EXPENDITURES ON THIS SINCE
PEOPLE THAT DEVELOP AND/OR MOVE ON THE LAND WILL
CERTAINLY GAIN FROM THE WATER.

I AGREE ON THE METHOD OF PLUGGING UP THE
T-15.B TUNNEL. I THINK FROM A TAXPAYER STANDPOINT THAT SEEMS
TO BE VERY JUDICIOUS, CHEAP. OKAY.

I DO HAVE SOME CONCERN AS SOMEONE WHO WAS
T-15.C FLOODED DOWN IN THE LOWLANDS IN '86 AND IN '95 -- THAT'S
WHY I MOVED TO AUBURN IN '95 -- ABOUT THE HUNDRED YEAR
FLOOD PLAIN, BECAUSE MOTHER NATURE IS NOT REAL GOOD AT
KEEPING TRACK OF WHEN A HUNDRED YEAR IS, AND I'D HATE TO
SEE THE FACILITY NOT BUILT TO WITHSTAND WHAT NEEDS TO BE
WITHSTOOD.

ANOTHER ISSUE, IN ADDITION TO BEING A
TAXPAYER, I'M ALSO A HORSEMAN, RIDING THE CANYONS A LOT.
AND I WOULD CERTAINLY LIKE TO SEE COMMENT MADE EARLIER,
T-15.D SOME OF THE ROADS IN THE CANYON, IF THEY'RE NOT GOING TO
BE USED, EITHER CONVERT THEM TO TRAILS OR RETURN THEM TO
SOME FORM OF NATURAL FOLIAGE, ALTHOUGH I REALIZE IT'S
RATHER DRY DURING THE SUMMER.

ALSO, I'D LIKE TO SEE A CO-AGENCY BETWEEN SRA
AND BLM FOR TRAIL DEVELOPMENT. AS A HORSEMAN, I KNOW
T-15.E THERE JUST ISN'T ENOUGH MOUNTAIN BIKER TRAILS CLOSE INTO
THIS AREA, AND I THINK THAT NEEDS TO BE INCREASED SO

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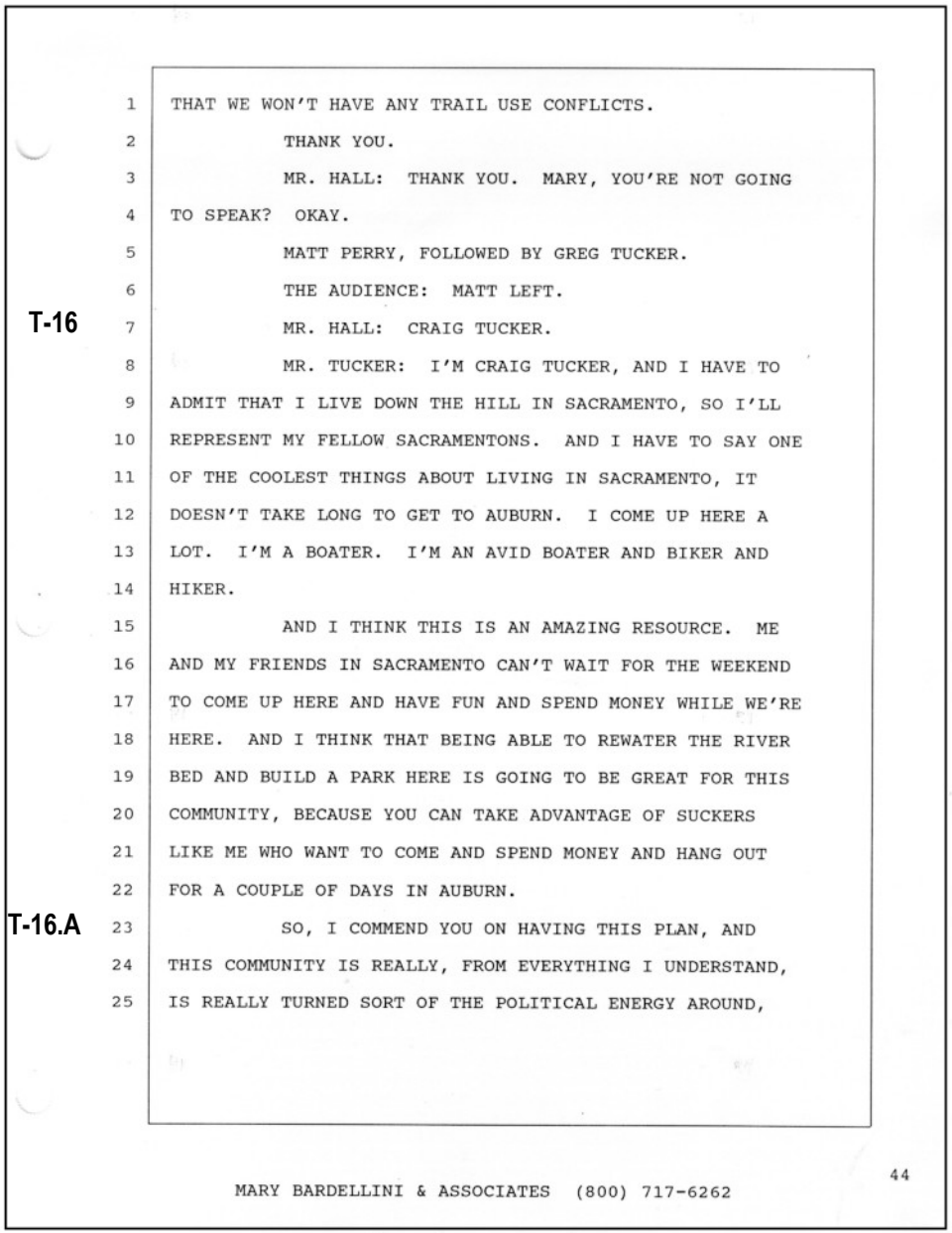
A. Please refer to Response L-9.B.

B. Comment noted.

C. Please refer to Response L-110.I.

D. Please refer to Master Response 3.1.5, Project Area River Restoration.

E. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.



THAT WE WON'T HAVE ANY TRAIL USE CONFLICTS.

THANK YOU.

MR. HALL: THANK YOU. MARY, YOU'RE NOT GOING TO SPEAK? OKAY.

MATT PERRY, FOLLOWED BY GREG TUCKER.

THE AUDIENCE: MATT LEFT.

T-16 MR. HALL: CRAIG TUCKER.

MR. TUCKER: I'M CRAIG TUCKER, AND I HAVE TO ADMIT THAT I LIVE DOWN THE HILL IN SACRAMENTO, SO I'LL REPRESENT MY FELLOW SACRAMENTONS. AND I HAVE TO SAY ONE OF THE COOLEST THINGS ABOUT LIVING IN SACRAMENTO, IT DOESN'T TAKE LONG TO GET TO AUBURN. I COME UP HERE A LOT. I'M A BOATER. I'M AN AVID BOATER AND BIKER AND HIKER.

AND I THINK THIS IS AN AMAZING RESOURCE. ME AND MY FRIENDS IN SACRAMENTO CAN'T WAIT FOR THE WEEKEND TO COME UP HERE AND HAVE FUN AND SPEND MONEY WHILE WE'RE HERE. AND I THINK THAT BEING ABLE TO REWATER THE RIVER BED AND BUILD A PARK HERE IS GOING TO BE GREAT FOR THIS COMMUNITY, BECAUSE YOU CAN TAKE ADVANTAGE OF SUCKERS LIKE ME WHO WANT TO COME AND SPEND MONEY AND HANG OUT FOR A COUPLE OF DAYS IN AUBURN.

T-16.A SO, I COMMEND YOU ON HAVING THIS PLAN, AND THIS COMMUNITY IS REALLY, FROM EVERYTHING I UNDERSTAND, IS REALLY TURNED SORT OF THE POLITICAL ENERGY AROUND,

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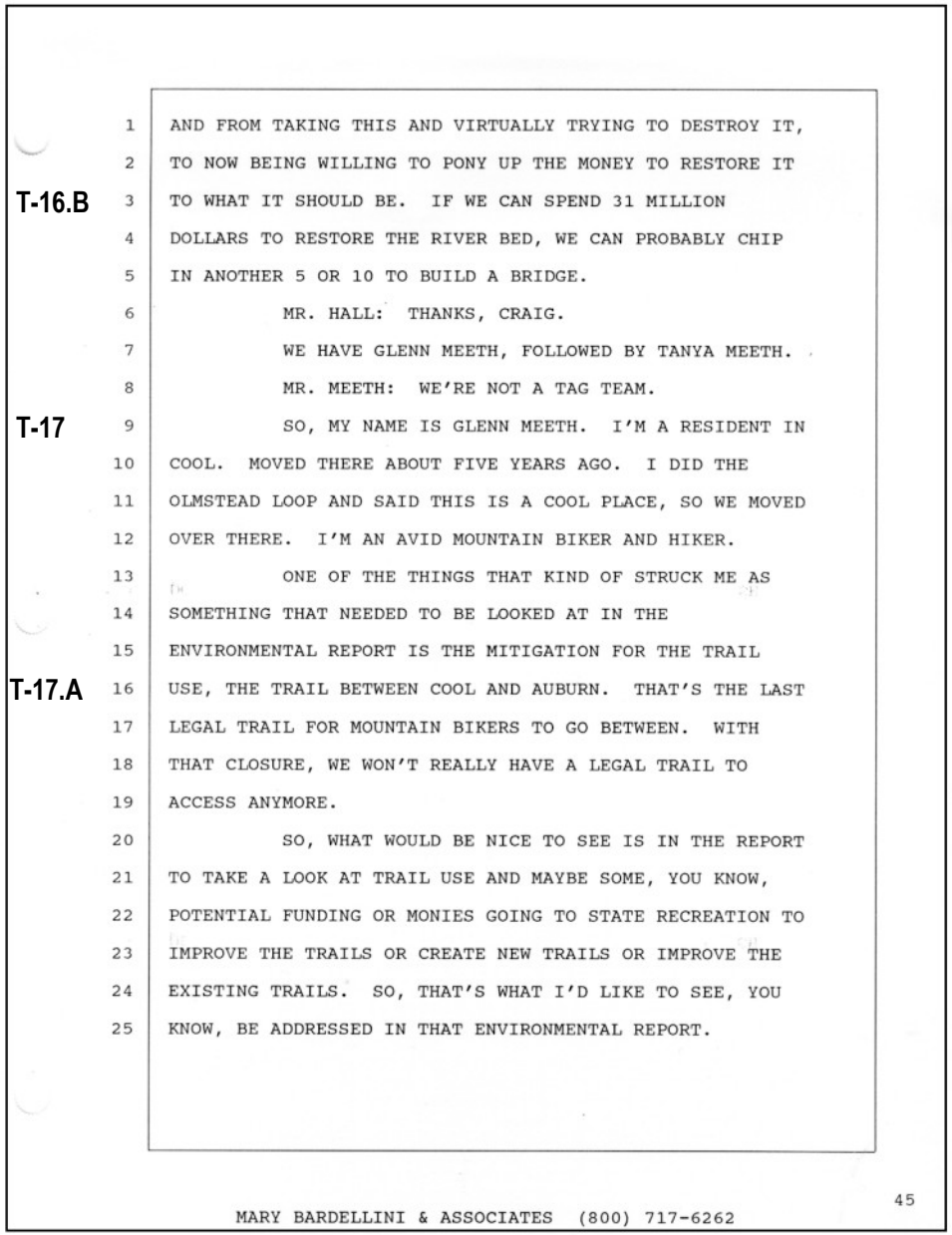
A. Project support noted.



AND FROM TAKING THIS AND VIRTUALLY TRYING TO DESTROY IT, TO NOW BEING WILLING TO PONY UP THE MONEY TO RESTORE IT TO WHAT IT SHOULD BE. IF WE CAN SPEND 31 MILLION DOLLARS TO RESTORE THE RIVER BED, WE CAN PROBABLY CHIP IN ANOTHER 5 OR 10 TO BUILD A BRIDGE.

MR. HALL: THANKS, CRAIG.

WE HAVE GLENN MEETH, FOLLOWED BY TANYA MEETH.

MR. MEETH: WE'RE NOT A TAG TEAM.

SO, MY NAME IS GLENN MEETH. I'M A RESIDENT IN COOL. MOVED THERE ABOUT FIVE YEARS AGO. I DID THE OLMSTEAD LOOP AND SAID THIS IS A COOL PLACE, SO WE MOVED OVER THERE. I'M AN AVID MOUNTAIN BIKER AND HIKER.

ONE OF THE THINGS THAT KIND OF STRUCK ME AS SOMETHING THAT NEEDED TO BE LOOKED AT IN THE ENVIRONMENTAL REPORT IS THE MITIGATION FOR THE TRAIL USE, THE TRAIL BETWEEN COOL AND AUBURN. THAT'S THE LAST LEGAL TRAIL FOR MOUNTAIN BIKERS TO GO BETWEEN. WITH THAT CLOSURE, WE WON'T REALLY HAVE A LEGAL TRAIL TO ACCESS ANYMORE.

SO, WHAT WOULD BE NICE TO SEE IS IN THE REPORT TO TAKE A LOOK AT TRAIL USE AND MAYBE SOME, YOU KNOW, POTENTIAL FUNDING OR MONIES GOING TO STATE RECREATION TO IMPROVE THE TRAILS OR CREATE NEW TRAILS OR IMPROVE THE EXISTING TRAILS. SO, THAT'S WHAT I'D LIKE TO SEE, YOU KNOW, BE ADDRESSED IN THAT ENVIRONMENTAL REPORT.

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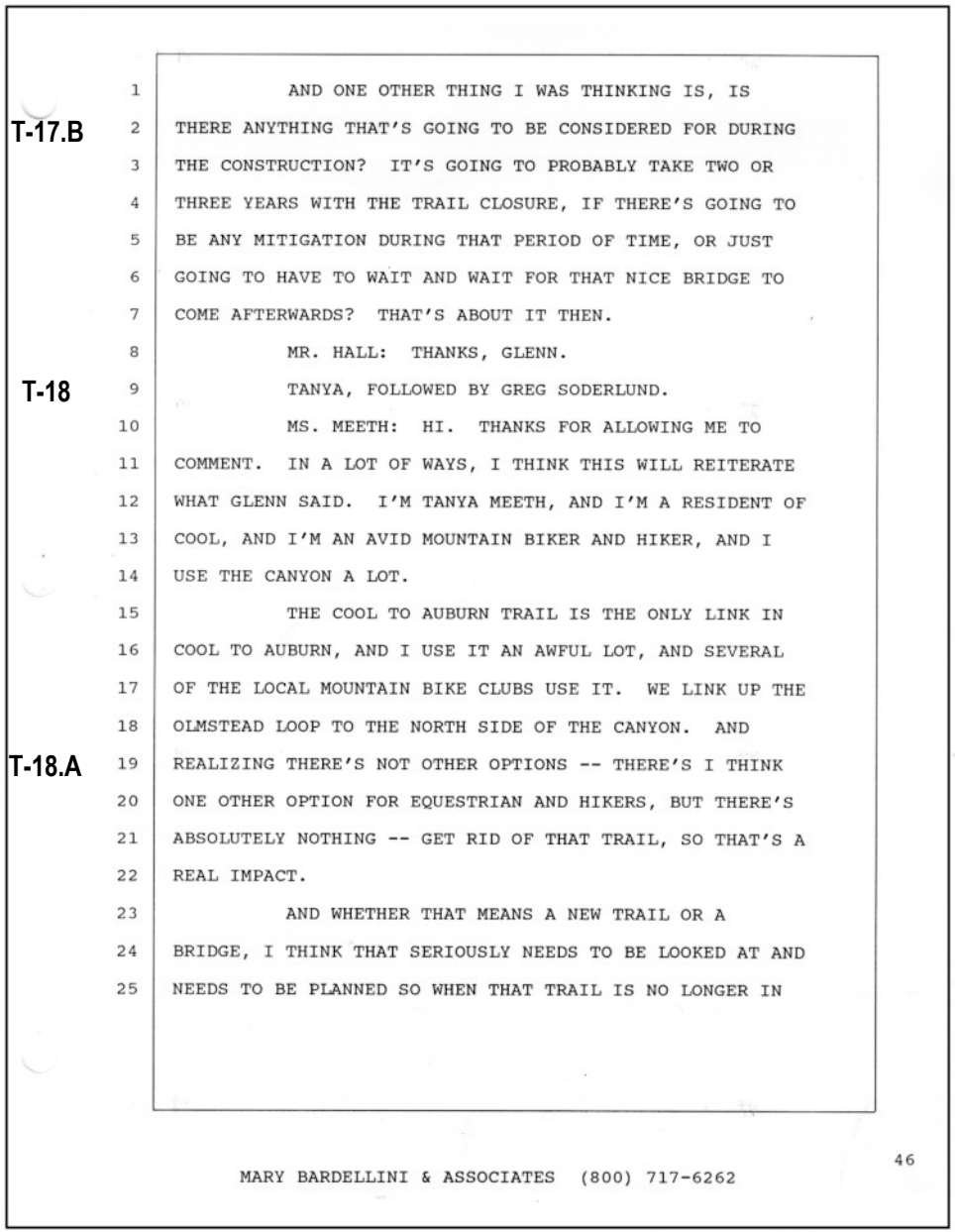
T-16.B B. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

T-17.A A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.



AND ONE OTHER THING I WAS THINKING IS, IS
T-17.B THERE ANYTHING THAT'S GOING TO BE CONSIDERED FOR DURING THE CONSTRUCTION? IT'S GOING TO PROBABLY TAKE TWO OR THREE YEARS WITH THE TRAIL CLOSURE, IF THERE'S GOING TO BE ANY MITIGATION DURING THAT PERIOD OF TIME, OR JUST GOING TO HAVE TO WAIT AND WAIT FOR THAT NICE BRIDGE TO COME AFTERWARDS? THAT'S ABOUT IT THEN.

MR. HALL: THANKS, GLENN.

T-18 TANYA, FOLLOWED BY GREG SODERLUND.

MS. MEETH: HI. THANKS FOR ALLOWING ME TO COMMENT. IN A LOT OF WAYS, I THINK THIS WILL REITERATE WHAT GLENN SAID. I'M TANYA MEETH, AND I'M A RESIDENT OF COOL, AND I'M AN AVID MOUNTAIN BIKER AND HIKER, AND I USE THE CANYON A LOT.

THE COOL TO AUBURN TRAIL IS THE ONLY LINK IN COOL TO AUBURN, AND I USE IT AN AWFUL LOT, AND SEVERAL OF THE LOCAL MOUNTAIN BIKE CLUBS USE IT. WE LINK UP THE OLMSTEAD LOOP TO THE NORTH SIDE OF THE CANYON. AND
T-18.A REALIZING THERE'S NOT OTHER OPTIONS -- THERE'S I THINK ONE OTHER OPTION FOR EQUESTRIAN AND HIKERS, BUT THERE'S ABSOLUTELY NOTHING -- GET RID OF THAT TRAIL, SO THAT'S A REAL IMPACT.

AND WHETHER THAT MEANS A NEW TRAIL OR A BRIDGE, I THINK THAT SERIOUSLY NEEDS TO BE LOOKED AT AND NEEDS TO BE PLANNED SO WHEN THAT TRAIL IS NO LONGER IN

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B. Please refer to Master Response 3.1.3, Recreation Trail Access During Construction.

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

USE, THAT THERE IS SOME OPTION FOR USERS.

AND, IN ADDITION TO THAT, JUST TO REALLY LOOK AT THE INCREASED USE ON THE EXISTING TRAILS. I KNOW ONE COMMENT OR -- THE NORTH SIDE, THE ACCESS ROAD THAT I GO DOWN TO THE WATER -- THE PUMPING STATIONS -- IT'S GOING TO BE ASPHALTED. AND I BELIEVE THAT MIGHT BE THE ONLY MOUNTAIN BIKE TRAIL ON THAT SIDE OF THE CANYON. SO, IF THAT'S THE CASE, AND THAT'S THE ONLY MOUNTAIN BIKE TRAIL ASPHALTED, IT WOULD BE GREAT TO HAVE AN ADDITIONAL TRAIL WHEN THAT'S DONE.

THAT'S IT. THANK YOU.

MR. HALL: THANKS.

GREG SODERLUND, FOLLOWED BY EMMETT CARTIER.

T-19

MR. SODERLUND: HI, I'M GREG SODERLUND, AND I'M HERE REPRESENTING THE AMERICAN RIVER 50 AND THE WESTERN STATES ENDURANCE RUN. THANKS FOR STICKING AROUND.

WE'RE ALL IN AGREEMENT SO FAR, SO I DON'T HAVE MUCH TO SAY. I AM FROM EAST SACRAMENTO, AND I DON'T WORK HERE. AT THE END, WE WOULD LIKE TO SUBMIT A COMMENT LETTER, AND I DON'T KNOW HOW MANY YOU WANT, BUT WE HAVE A LOT OF THEM.

THE WESTERN STATES RUN AND THE AMERICAN RIVER 50 ARE SUBSTANTIALLY IN AGREEMENT WITH THE PROPOSAL, WITH SOME EXCEPTIONS. THE PROJECT WILL HAVE NO IMPACT

T-19.A

ON THE WESTERN STATES TRAIL. I BELIEVE IN THE PROPOSAL IT SAYS IT WILL, BUT OUR FEELING IS THAT'S PROBABLY IN ERROR, UNLESS YOU'RE DOING SOMETHING WE DON'T KNOW. FROM -- BASICALLY THE WESTERN STATES TRAIL, FROM THE OVERLOOK EASTERLY TO NO-HANDS BRIDGE, SHOULD NOT BE IMPACTED, AND I THINK THE PROPOSAL SAYS THAT IT WILL.

THE PROJECT DOES PRODUCE TWO UNNECESSARY AND, IN OUR VIEW, AVOIDABLE IMPACTS. THE PROJECT WOULD SIGNIFICANTLY IMPACT THE AMERICAN RIVER 50. WESTERN STATES IS UNARGUABLY THE PREMIERE TRAIL IN THE WORLD. THE AMERICAN RIVER 50 IS ONE OF THE PREMIERE 50-MILE TRAIL RUNS. IT'S BEEN IN THE AUBURN AREA FOR 23 CONSECUTIVE YEARS. THE AMERICAN RIVER 50 WOULD BE IMPACTED BY LIMITING ACCESS TO THE LAST THREE MILES OF THE COURSE. THE AR 50 IS AN OUTGROWTH OF THE WESTERN STATES ENDURANCE RUN AND SIGNIFICANT PART OF THAT EVENT AS WELL.

WE WOULD REQUEST USE OF THE EXISTING ACCESS ROAD ONE DAY PER YEAR DURING THE CONSTRUCTION PHASE AND PERHAPS ON INTO PERPETUITY WITH THE PARKING LOTS.

THE SECOND MAJOR IMPACT WOULD BE TO THE USE OF THE AUBURN TO COOL TRAIL, WHICH TRANSITS THE AREA OF THE COFFER DAM. THERE'S BEEN A SIGNIFICANT INCREASE IN THE USE OF THIS TRAIL BY RUNNERS, MOUNTAIN BIKERS, AND EQUESTRIAN. PERMANENT CLOSURE WOULD PRODUCE AN ADVERSE

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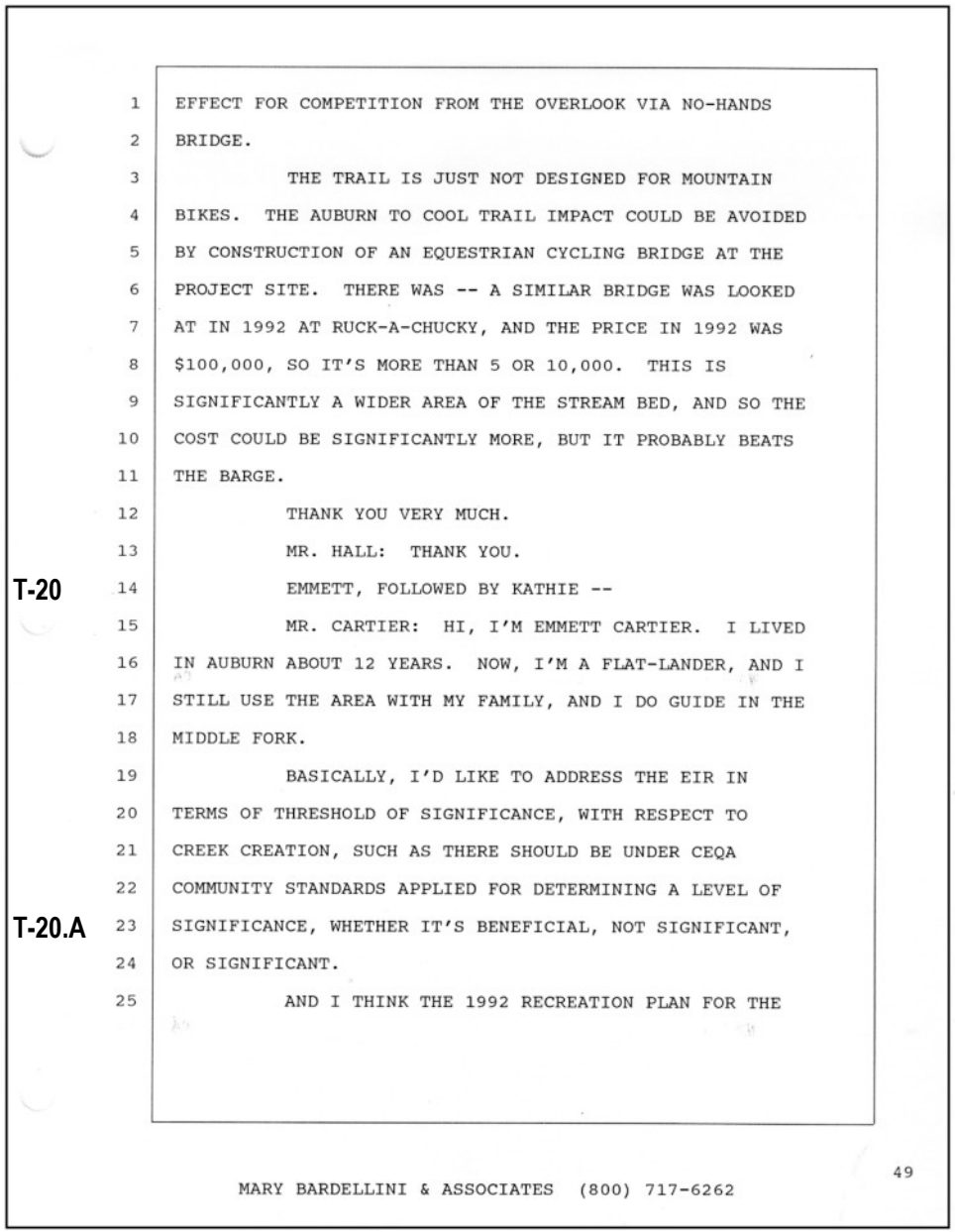
A. Please refer to Master Response 3.1.3, Recreation Trail Access During Construction and Master Response 3.1.1, Auburn-to-Cool Trail.

Project area trail use for the American River 50 running and equestrian events will be coordinated with the CDPR event coordination and Reclamation's construction contractor such that both events may occur, without interruption, even during project construction phases. Use of the trails in the project area, once construction is completed, would be coordinated with the CDPR event coordinator, as under current practices.



EFFECT FOR COMPETITION FROM THE OVERLOOK VIA NO-HANDS BRIDGE.

THE TRAIL IS JUST NOT DESIGNED FOR MOUNTAIN BIKES. THE AUBURN TO COOL TRAIL IMPACT COULD BE AVOIDED BY CONSTRUCTION OF AN EQUESTRIAN CYCLING BRIDGE AT THE PROJECT SITE. THERE WAS -- A SIMILAR BRIDGE WAS LOOKED AT IN 1992 AT RUCK-A-CHUCKY, AND THE PRICE IN 1992 WAS $100,000, SO IT'S MORE THAN 5 OR 10,000. THIS IS SIGNIFICANTLY A WIDER AREA OF THE STREAM BED, AND SO THE COST COULD BE SIGNIFICANTLY MORE, BUT IT PROBABLY BEATS THE BARGE.

THANK YOU VERY MUCH.

MR. HALL: THANK YOU.

T-20 EMMETT, FOLLOWED BY KATHIE --

MR. CARTIER: HI, I'M EMMETT CARTIER. I LIVED IN AUBURN ABOUT 12 YEARS. NOW, I'M A FLAT-LANDER, AND I STILL USE THE AREA WITH MY FAMILY, AND I DO GUIDE IN THE MIDDLE FORK.

BASICALLY, I'D LIKE TO ADDRESS THE EIR IN TERMS OF THRESHOLD OF SIGNIFICANCE, WITH RESPECT TO CREEK CREATION, SUCH AS THERE SHOULD BE UNDER CEQA COMMUNITY STANDARDS APPLIED FOR DETERMINING A LEVEL OF

T-20.A SIGNIFICANCE, WHETHER IT'S BENEFICIAL, NOT SIGNIFICANT, OR SIGNIFICANT.

AND I THINK THE 1992 RECREATION PLAN FOR THE

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A. Typically, restoration or creation of a waterway that provides resources and habitat enhancement of fish and wildlife would be considered beneficial.

AUBURN CREEK RECREATION AREA SHOULD BE USED BECAUSE THAT FOLLOWED EACH TRAIL; EVERY ACCESS WAS SIGNIFICANT AND HIGHLY SIGNIFICANT, AND IT'S VERY IMPORTANT TO THE COMMUNITY.

AND THERE'S SORT OF CONFLICT BETWEEN BOATERS GOING DOWN THE RIVER AND USERS COMING ACROSS THE RIVER. WHEN YOU CLOSE THE TUNNEL, THEN YOU HAVE A TRAIL CLOSURE, AND THAT ELIMINATES LARGE PROPORTION OF RECREATIONAL USE OF THIS AREA.

SO, THAT'S A CONCERN. NEED TO RECONSIDER AND

T-20.B RESTATE THE SIGNIFICANCE OF RECREATION IN TERMS OF THE SEASONAL CLOSURES FROM 2002 TO 2004 FOR AN UNDETERMINED SIZE AREA THAT APPARENTLY INCLUDES THE WITHHOLD DRAINAGES OF KNICKERBACKER CREEK AND SALT CREEK UNDER THE PARKS AND RECREATION CLOSURE BORDER.

SO, THAT'S A LITTLE BIT EXCESS, BUT IT INCLUDES THE WHOLE OLMSTEAD LOOP AREA, AND THAT'S WHAT THE EIR SAYS, EXCEPT FOR DESIGNATED TRAILS. SO, THE EIR FURTHER CHARACTERIZED DESIGNED RECREATION FACILITIES, PARKING ACCESSIBILITIES, AND THE USE REGULATIONS AS PART OF THE EIR.

AND I'M CONCERNED ABOUT THE LOSS OF THE ONLY

T-20.C RAPID IN THIS AREA AT TAMAROO BAR. THAT'S A SIGNIFICANT IMPACT THAT SHOULD BE IDENTIFIED, EVEN IF IT'S BEING REPLACED WITH ANOTHER RAPID. AND WHETHER IT'S A CLASS 2

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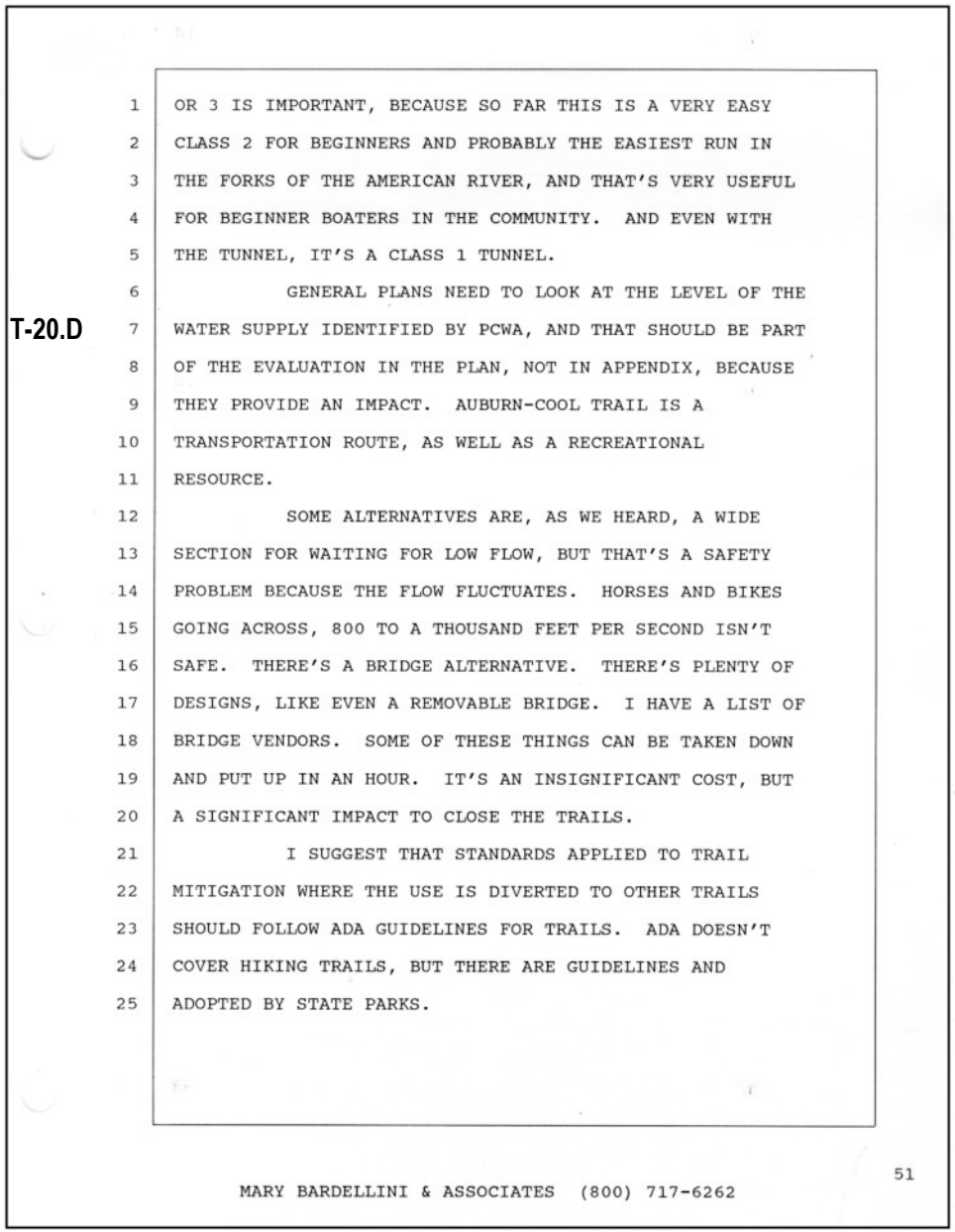
B. Please refer to Master Response 3.1.3, Recreation Trail Access During Construction.

C. Please refer to Master Response 3.1.7, Tamaroo Bar.



OR 3 IS IMPORTANT, BECAUSE SO FAR THIS IS A VERY EASY CLASS 2 FOR BEGINNERS AND PROBABLY THE EASIEST RUN IN THE FORKS OF THE AMERICAN RIVER, AND THAT'S VERY USEFUL FOR BEGINNER BOATERS IN THE COMMUNITY. AND EVEN WITH THE TUNNEL, IT'S A CLASS 1 TUNNEL.

GENERAL PLANS NEED TO LOOK AT THE LEVEL OF THE WATER SUPPLY IDENTIFIED BY PCWA, AND THAT SHOULD BE PART OF THE EVALUATION IN THE PLAN, NOT IN APPENDIX, BECAUSE THEY PROVIDE AN IMPACT. AUBURN-COOL TRAIL IS A TRANSPORTATION ROUTE, AS WELL AS A RECREATIONAL RESOURCE.

SOME ALTERNATIVES ARE, AS WE HEARD, A WIDE SECTION FOR WAITING FOR LOW FLOW, BUT THAT'S A SAFETY PROBLEM BECAUSE THE FLOW FLUCTUATES. HORSES AND BIKES GOING ACROSS, 800 TO A THOUSAND FEET PER SECOND ISN'T SAFE. THERE'S A BRIDGE ALTERNATIVE. THERE'S PLENTY OF DESIGNS, LIKE EVEN A REMOVABLE BRIDGE. I HAVE A LIST OF BRIDGE VENDORS. SOME OF THESE THINGS CAN BE TAKEN DOWN AND PUT UP IN AN HOUR. IT'S AN INSIGNIFICANT COST, BUT A SIGNIFICANT IMPACT TO CLOSE THE TRAILS.

I SUGGEST THAT STANDARDS APPLIED TO TRAIL MITIGATION WHERE THE USE IS DIVERTED TO OTHER TRAILS SHOULD FOLLOW ADA GUIDELINES FOR TRAILS. ADA DOESN'T COVER HIKING TRAILS, BUT THERE ARE GUIDELINES AND ADOPTED BY STATE PARKS.

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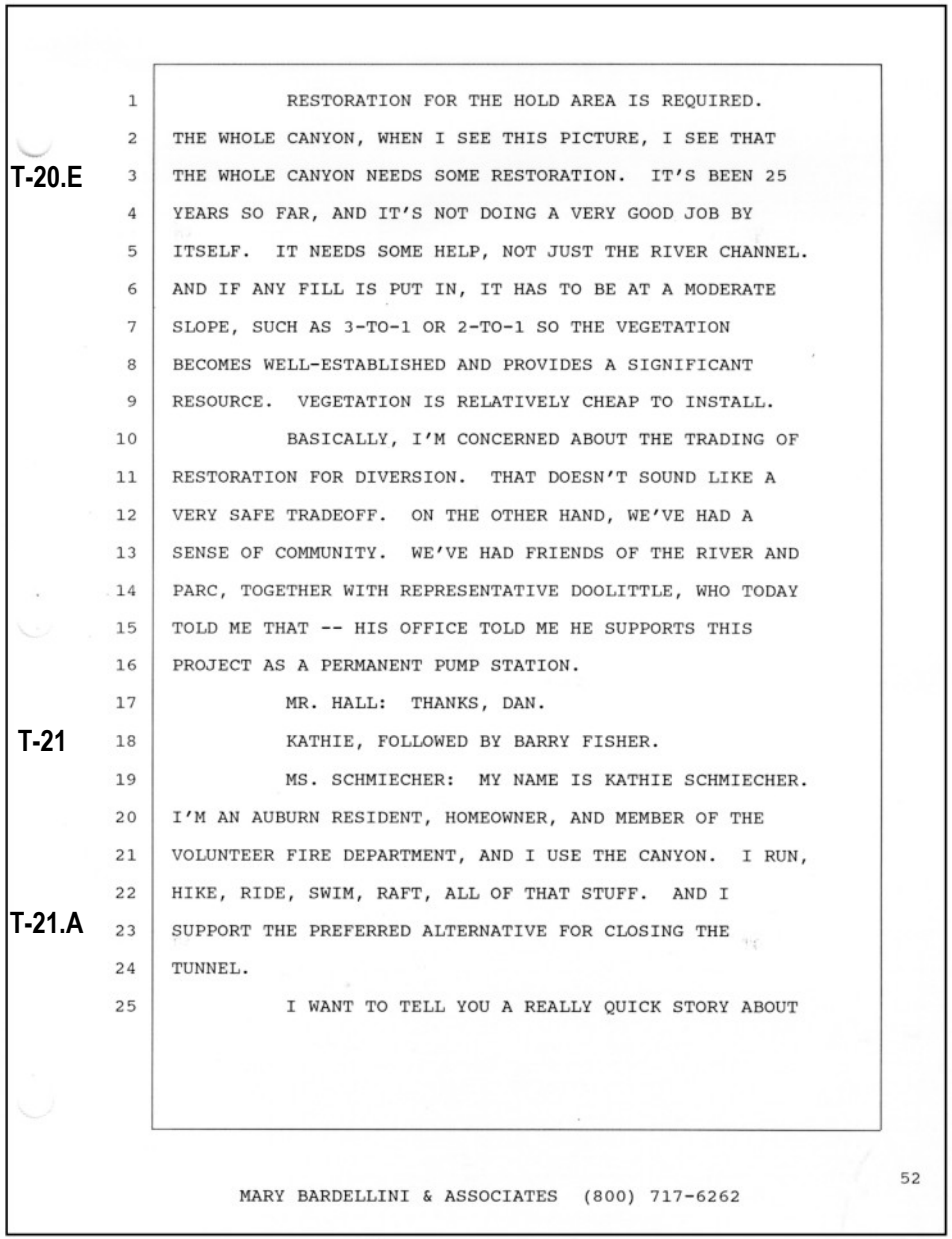
T-20.D

D. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.



RESTORATION FOR THE HOLD AREA IS REQUIRED. THE WHOLE CANYON, WHEN I SEE THIS PICTURE, I SEE THAT THE WHOLE CANYON NEEDS SOME RESTORATION. IT'S BEEN 25 YEARS SO FAR, AND IT'S NOT DOING A VERY GOOD JOB BY ITSELF. IT NEEDS SOME HELP, NOT JUST THE RIVER CHANNEL. AND IF ANY FILL IS PUT IN, IT HAS TO BE AT A MODERATE SLOPE, SUCH AS 3-TO-1 OR 2-TO-1 SO THE VEGETATION BECOMES WELL-ESTABLISHED AND PROVIDES A SIGNIFICANT RESOURCE. VEGETATION IS RELATIVELY CHEAP TO INSTALL.

BASICALLY, I'M CONCERNED ABOUT THE TRADING OF RESTORATION FOR DIVERSION. THAT DOESN'T SOUND LIKE A VERY SAFE TRADEOFF. ON THE OTHER HAND, WE'VE HAD A SENSE OF COMMUNITY. WE'VE HAD FRIENDS OF THE RIVER AND PARC, TOGETHER WITH REPRESENTATIVE DOOLITTLE, WHO TODAY TOLD ME THAT -- HIS OFFICE TOLD ME HE SUPPORTS THIS PROJECT AS A PERMANENT PUMP STATION.

MR. HALL: THANKS, DAN.

KATHIE, FOLLOWED BY BARRY FISHER.

MS. SCHMIECHER: MY NAME IS KATHIE SCHMIECHER. I'M AN AUBURN RESIDENT, HOMEOWNER, AND MEMBER OF THE VOLUNTEER FIRE DEPARTMENT, AND I USE THE CANYON. I RUN, HIKE, RIDE, SWIM, RAFT, ALL OF THAT STUFF. AND I SUPPORT THE PREFERRED ALTERNATIVE FOR CLOSING THE TUNNEL.

I WANT TO TELL YOU A REALLY QUICK STORY ABOUT

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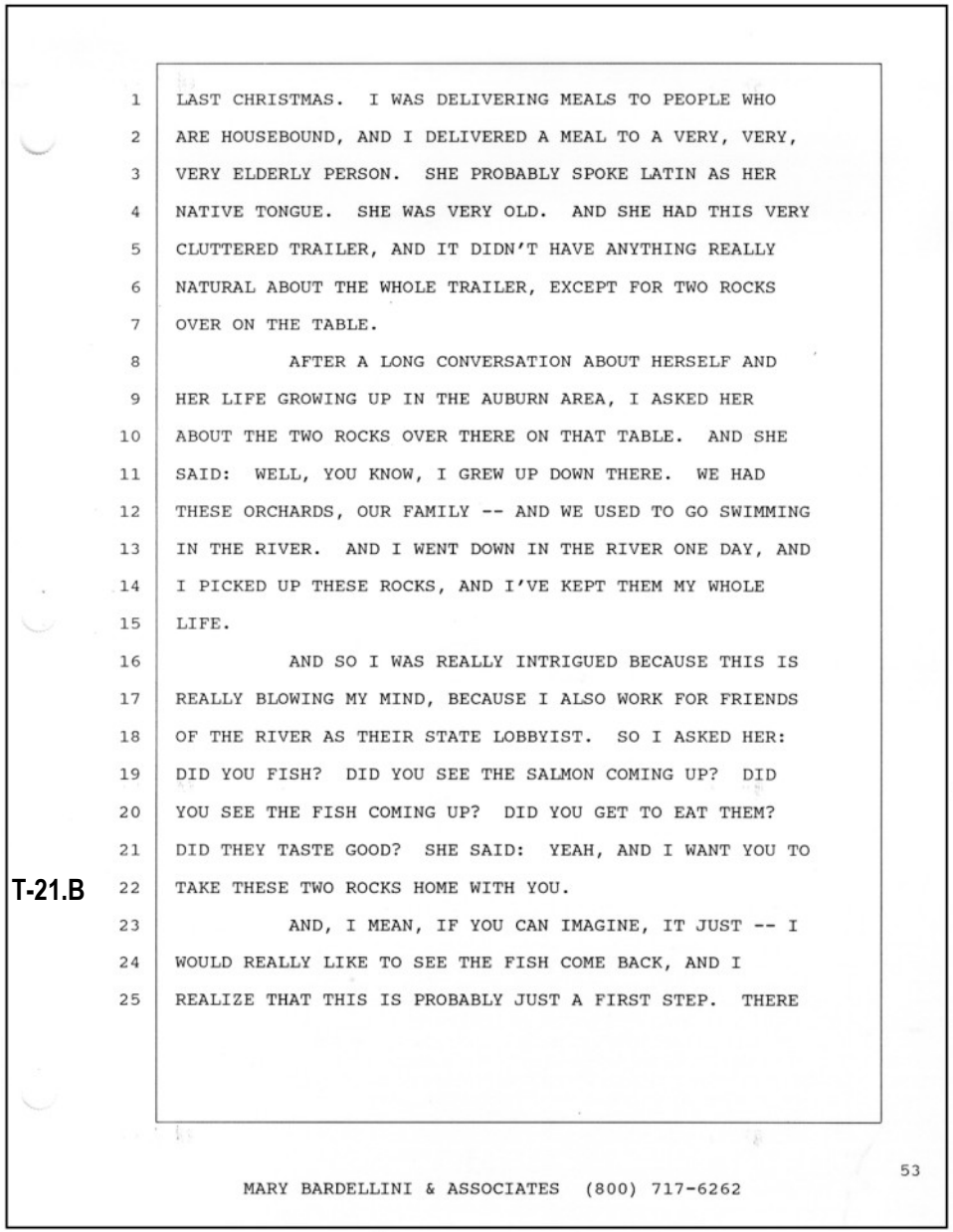
T-20.E

E. Please refer to Master Response 3.1.5, Project Area River Restoration.

T-21

T-21.A

A. Project support noted.



LAST CHRISTMAS. I WAS DELIVERING MEALS TO PEOPLE WHO ARE HOUSEBOUND, AND I DELIVERED A MEAL TO A VERY, VERY, VERY ELDERLY PERSON. SHE PROBABLY SPOKE LATIN AS HER NATIVE TONGUE. SHE WAS VERY OLD. AND SHE HAD THIS VERY CLUTTERED TRAILER, AND IT DIDN'T HAVE ANYTHING REALLY NATURAL ABOUT THE WHOLE TRAILER, EXCEPT FOR TWO ROCKS OVER ON THE TABLE.

AFTER A LONG CONVERSATION ABOUT HERSELF AND HER LIFE GROWING UP IN THE AUBURN AREA, I ASKED HER ABOUT THE TWO ROCKS OVER THERE ON THAT TABLE. AND SHE SAID: WELL, YOU KNOW, I GREW UP DOWN THERE. WE HAD THESE ORCHARDS, OUR FAMILY -- AND WE USED TO GO SWIMMING IN THE RIVER. AND I WENT DOWN IN THE RIVER ONE DAY, AND I PICKED UP THESE ROCKS, AND I'VE KEPT THEM MY WHOLE LIFE.

AND SO I WAS REALLY INTRIGUED BECAUSE THIS IS REALLY BLOWING MY MIND, BECAUSE I ALSO WORK FOR FRIENDS OF THE RIVER AS THEIR STATE LOBBYIST. SO I ASKED HER: DID YOU FISH? DID YOU SEE THE SALMON COMING UP? DID YOU SEE THE FISH COMING UP? DID YOU GET TO EAT THEM? DID THEY TASTE GOOD? SHE SAID: YEAH, AND I WANT YOU TO TAKE THESE TWO ROCKS HOME WITH YOU.

AND, I MEAN, IF YOU CAN IMAGINE, IT JUST -- I WOULD REALLY LIKE TO SEE THE FISH COME BACK, AND I REALIZE THAT THIS IS PROBABLY JUST A FIRST STEP. THERE

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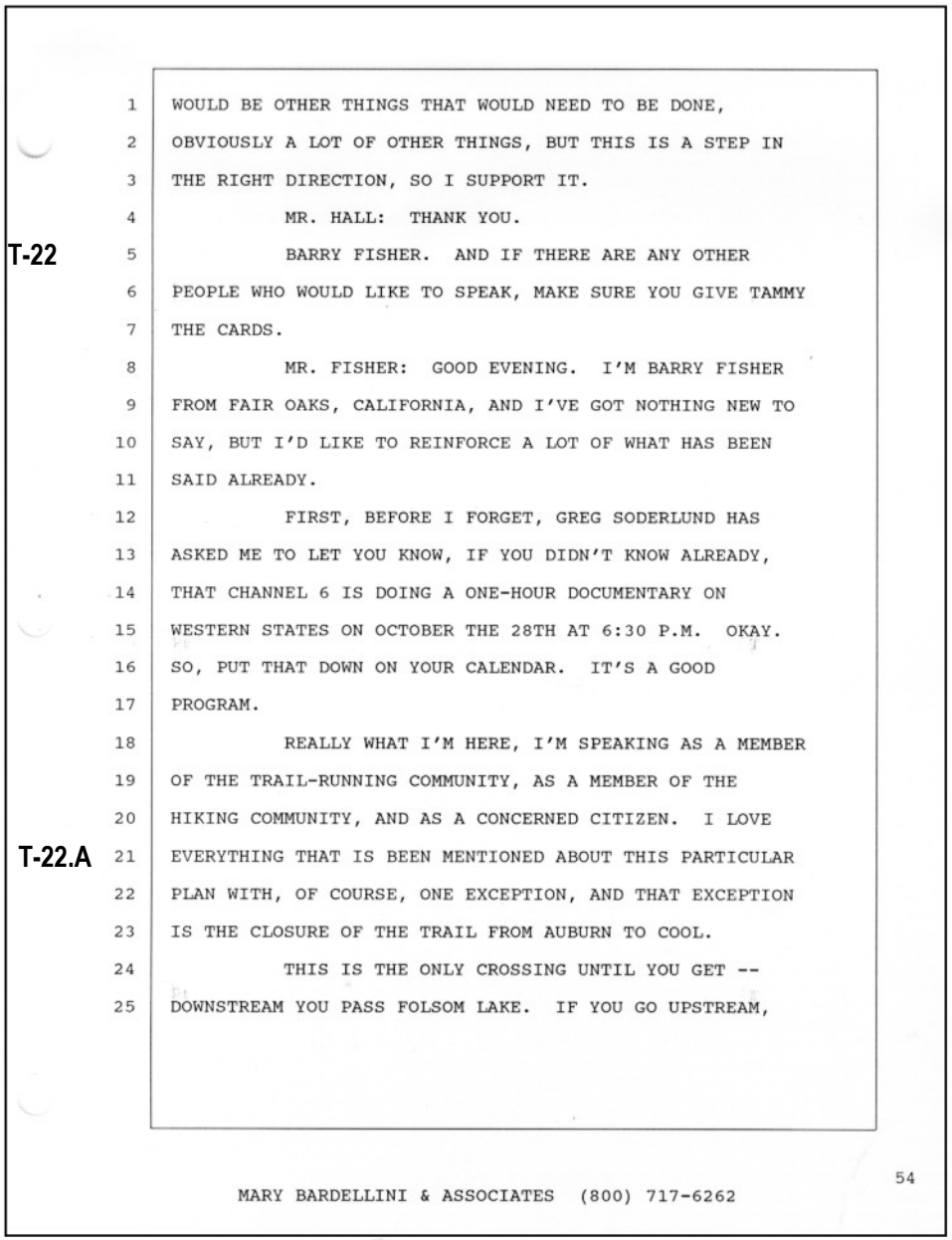
T-21.B

B. One of the goals of river channel restoration is to provide improved fish resource and aquatic habitat conditions, relative to existing conditions.



WOULD BE OTHER THINGS THAT WOULD NEED TO BE DONE, OBVIOUSLY A LOT OF OTHER THINGS, BUT THIS IS A STEP IN THE RIGHT DIRECTION, SO I SUPPORT IT.

MR. HALL: THANK YOU.

T-22 BARRY FISHER. AND IF THERE ARE ANY OTHER PEOPLE WHO WOULD LIKE TO SPEAK, MAKE SURE YOU GIVE TAMMY THE CARDS.

MR. FISHER: GOOD EVENING. I'M BARRY FISHER FROM FAIR OAKS, CALIFORNIA, AND I'VE GOT NOTHING NEW TO SAY, BUT I'D LIKE TO REINFORCE A LOT OF WHAT HAS BEEN SAID ALREADY.

FIRST, BEFORE I FORGET, GREG SODERLUND HAS ASKED ME TO LET YOU KNOW, IF YOU DIDN'T KNOW ALREADY, THAT CHANNEL 6 IS DOING A ONE-HOUR DOCUMENTARY ON WESTERN STATES ON OCTOBER THE 28TH AT 6:30 P.M. OKAY. SO, PUT THAT DOWN ON YOUR CALENDAR. IT'S A GOOD PROGRAM.

REALLY WHAT I'M HERE, I'M SPEAKING AS A MEMBER OF THE TRAIL-RUNNING COMMUNITY, AS A MEMBER OF THE HIKING COMMUNITY, AND AS A CONCERNED CITIZEN. I LOVE

T-22.A EVERYTHING THAT IS BEEN MENTIONED ABOUT THIS PARTICULAR PLAN WITH, OF COURSE, ONE EXCEPTION, AND THAT EXCEPTION IS THE CLOSURE OF THE TRAIL FROM AUBURN TO COOL.

THIS IS THE ONLY CROSSING UNTIL YOU GET -- DOWNSTREAM YOU PASS FOLSOM LAKE. IF YOU GO UPSTREAM,

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A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

YOU'RE LOOKING AT NO-HANDS BRIDGE, WHICH IS SIX MILES BY TRAIL, AND IT PROVIDES REALLY AN ATTRACTIVE TRAIL LOOP FOR HIKERS, RUNNERS, AND EQUESTRIAN. I'M AFRAID NOT FOR CYCLISTS, BECAUSE IT GIVES THIS LOOP BETWEEN AUBURN AND COOL GOING ONE DIRECTION OVER NO-HANDS BRIDGE AND ON THE OTHER DIRECTION OVER THE COFFER DAM.

IF THIS PROJECT GOES AHEAD WITHOUT A BRIDGE, THEN THAT LOOP IS LOST FOREVER. AND I'M ONE OF THESE PEOPLE WHO ALSO THINKS UNLESS WE GET A BRIDGE BUILT VERY QUICKLY, YOU CAN FORGET IT COMPLETELY.

WHAT I WOULD SAY, I HIGHLY SUPPORT EVERYTHING THAT'S GOING ON HERE, BUT I DO REQUEST THAT WE GET FUNDS ALLOCATED FOR A BRIDGE AS SOON AS POSSIBLE.

THANK YOU.

T-23 MR. HALL: BEN TROIA.

MR. TROIA: HI, I'M BEN TROIA. I'M AN AUBURN RESIDENT AS WELL, AND I LIVE RIGHT ON THE OTHER SIDE OF THAT RIDGE IN SOUTH AUBURN OFF OF MAIDU, AND I SHARE OPINIONS WITH BASICALLY EVERYBODY HERE. VERY, VERY

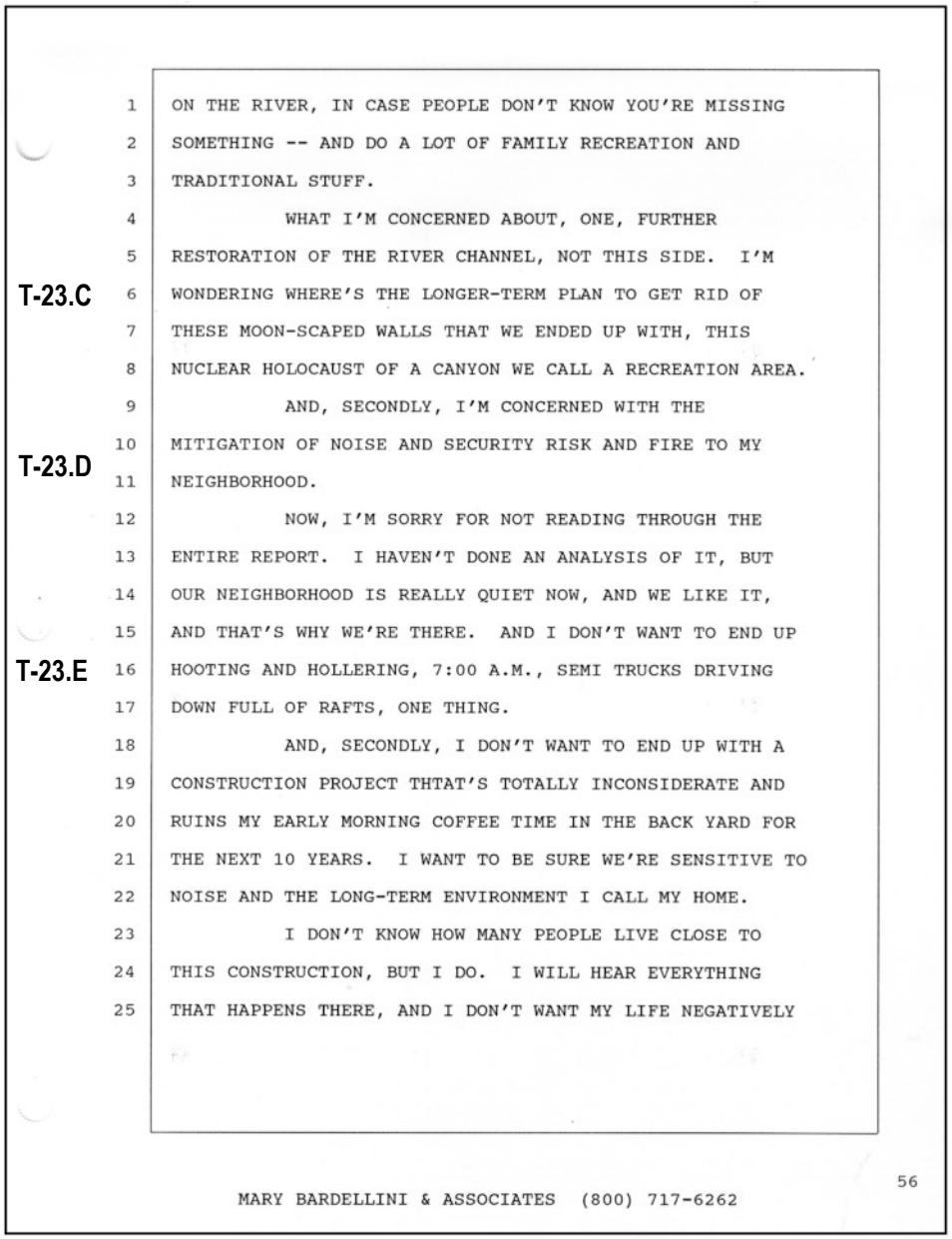
T-23.A HAPPY WITH THE PROJECT, WITH THE BOR AND THE WATER AGENCY AND YOUR ENGINEERING FIRM. THE PLAN LOOKS LIKE A SOUND PLAN.

I SUPPORT THE IDEA THAT WE NEED TO GET A

T-23.B BRIDGE PLAN INTEGRATED INTO THE OVERALL PLAN AND NOT LET THAT GO. I'M AN AVID FISHERMAN -- THIS IS GREAT FISHING

A. Project support noted.

B. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.



ON THE RIVER, IN CASE PEOPLE DON'T KNOW YOU'RE MISSING SOMETHING -- AND DO A LOT OF FAMILY RECREATION AND TRADITIONAL STUFF.

WHAT I'M CONCERNED ABOUT, ONE, FURTHER RESTORATION OF THE RIVER CHANNEL, NOT THIS SIDE. I'M WONDERING WHERE'S THE LONGER-TERM PLAN TO GET RID OF THESE MOON-SCAPED WALLS THAT WE ENDED UP WITH, THIS NUCLEAR HOLOCAUST OF A CANYON WE CALL A RECREATION AREA.

AND, SECONDLY, I'M CONCERNED WITH THE MITIGATION OF NOISE AND SECURITY RISK AND FIRE TO MY NEIGHBORHOOD.

NOW, I'M SORRY FOR NOT READING THROUGH THE ENTIRE REPORT. I HAVEN'T DONE AN ANALYSIS OF IT, BUT OUR NEIGHBORHOOD IS REALLY QUIET NOW, AND WE LIKE IT, AND THAT'S WHY WE'RE THERE. AND I DON'T WANT TO END UP HOOTING AND HOLLERING, 7:00 A.M., SEMI TRUCKS DRIVING DOWN FULL OF RAFTS, ONE THING.

AND, SECONDLY, I DON'T WANT TO END UP WITH A CONSTRUCTION PROJECT THTAT'S TOTALLY INCONSIDERATE AND RUINS MY EARLY MORNING COFFEE TIME IN THE BACK YARD FOR THE NEXT 10 YEARS. I WANT TO BE SURE WE'RE SENSITIVE TO NOISE AND THE LONG-TERM ENVIRONMENT I CALL MY HOME.

I DON'T KNOW HOW MANY PEOPLE LIVE CLOSE TO THIS CONSTRUCTION, BUT I DO. I WILL HEAR EVERYTHING THAT HAPPENS THERE, AND I DON'T WANT MY LIFE NEGATIVELY

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T-23.C

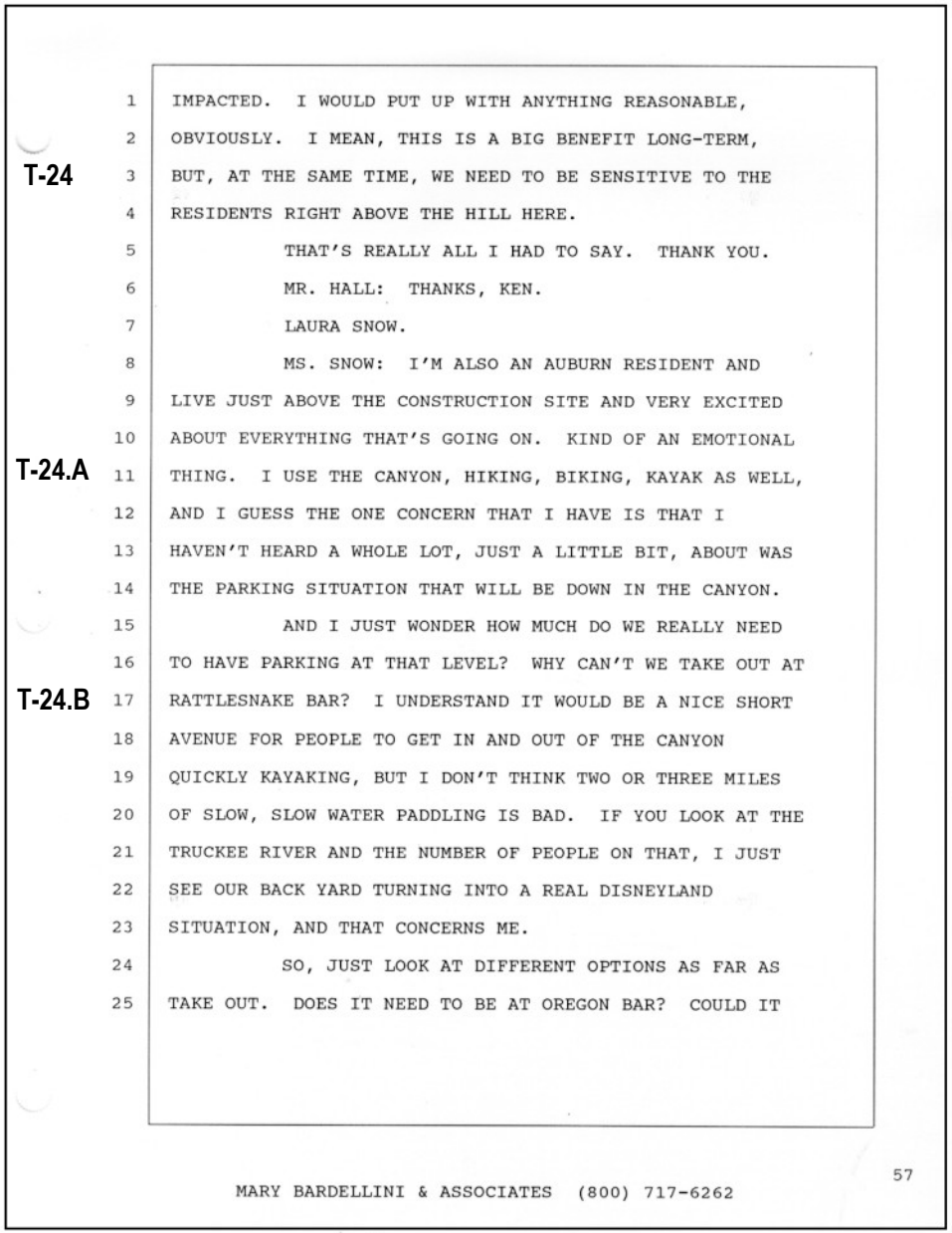
C. Please refer to Master Response 3.1.5, Project Area River Restoration.

T-23.D

D. Please refer to Master Response 3.1.9, Fire Management.

T-23.E

E. Please refer to Master Response 3.1.6, Public River Access Features.



IMPACTED. I WOULD PUT UP WITH ANYTHING REASONABLE, OBVIOUSLY. I MEAN, THIS IS A BIG BENEFIT LONG-TERM, BUT, AT THE SAME TIME, WE NEED TO BE SENSITIVE TO THE RESIDENTS RIGHT ABOVE THE HILL HERE.

THAT'S REALLY ALL I HAD TO SAY. THANK YOU.

MR. HALL: THANKS, KEN.

LAURA SNOW.

MS. SNOW: I'M ALSO AN AUBURN RESIDENT AND LIVE JUST ABOVE THE CONSTRUCTION SITE AND VERY EXCITED ABOUT EVERYTHING THAT'S GOING ON. KIND OF AN EMOTIONAL THING. I USE THE CANYON, HIKING, BIKING, KAYAK AS WELL, AND I GUESS THE ONE CONCERN THAT I HAVE IS THAT I HAVEN'T HEARD A WHOLE LOT, JUST A LITTLE BIT, ABOUT WAS THE PARKING SITUATION THAT WILL BE DOWN IN THE CANYON.

AND I JUST WONDER HOW MUCH DO WE REALLY NEED TO HAVE PARKING AT THAT LEVEL? WHY CAN'T WE TAKE OUT AT RATTLESNAKE BAR? I UNDERSTAND IT WOULD BE A NICE SHORT AVENUE FOR PEOPLE TO GET IN AND OUT OF THE CANYON QUICKLY KAYAKING, BUT I DON'T THINK TWO OR THREE MILES OF SLOW, SLOW WATER PADDLING IS BAD. IF YOU LOOK AT THE TRUCKEE RIVER AND THE NUMBER OF PEOPLE ON THAT, I JUST SEE OUR BACK YARD TURNING INTO A REAL DISNEYLAND SITUATION, AND THAT CONCERNS ME.

SO, JUST LOOK AT DIFFERENT OPTIONS AS FAR AS TAKE OUT. DOES IT NEED TO BE AT OREGON BAR? COULD IT

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T-24

T-24.A

T-24.B

A. Project support noted.

B. Please refer to Master Response 3.1.6, Public River Access Features.

BE DOWNSTREAM AT RATTLESNAKE BAR? THERE'S A BOAT RAMP AVAILABLE.

THAT'S ABOUT IT. BUT, OTHER THAN THAT, REALLY EXCITED, AND I GUESS I JUST SELFISHLY DON'T WANT TO BE RUNNING DOWN THERE AND HAVING TO DODGE TRAFFIC.

THANK YOU.

MR. HALL: THANKS.

IS THERE ANYBODY ELSE THAT WOULD LIKE TO SPEAK? YES.

MR. CARDWELL: I JUST HAVE A QUICK COMMENT ON

T-25 KEEPING THE TRAIL OPEN. I THINK YOU SHOULD CONSIDER IT

T-25.A AS A SAFETY ISSUE. I SPEND FIVE DAYS A WEEK IN THE CANYON, AND I LIKE TO RUN THE CANYON. AND I CAN GUARANTEE YOU IF THERE'S NOTHING DONE TO CONNECT THAT TRAIL, THERE'S SOME BIKERS AND RUNNERS AND PROBABLY SOME HORSE PEOPLE THAT ARE GOING TO FIND A WAY ACROSS THAT RIVER AND UP THE BANK AND GET HURT DOING IT.

MR. HALL: COULD YOU PLEASE GIVE US YOUR NAME.

MR. CARDWELL: BARRY CARDWELL, AND I LIVE IN AUBURN.

MR. HALL: OKAY. YES.

MR. JARVIS: I'D LIKE TO MAKE A FEW COMMENTS.

MR. HALL: INTRODUCE YOURSELF.

T-26 MR. JARVIS: I'M LOWELL JARVIS, AND I'M THE DIRECTOR OF THE PCWA.

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

I'M REALLY HAPPY TO SEE ALL THESE PEOPLE TURN OUT HERE. IT SHOWS A REAL STRONG SUPPORT FROM THE COMMUNITY FOR THIS PROJECT.

YOU KNOW, IT'S BEEN KIND OF TOUGH FOR THE STAFF TO DO THIS. I KNOW ABOUT THREE OR FOUR YEARS AGO THEY HAD A VALUE-ADDED PROCESS WHERE THIS WAS THE PROJECT THAT CAME UP WITH, BUT DUE TO POLITICAL PRESSURES, THEY HAD TO BACK OFF THIS MID-COURSE ALTERNATIVE.

I REMEMBER I HAD A TRIP I WENT ON WITH EINAR MAISCH -- I DON'T SEE HIM HERE RIGHT NOW -- BUT IT WAS ONE OF THE MOST DRAMATIC TRIPS TO WASHINGTON I'VE EVER BEEN INTO. EINAR HAD GONE TO SEE THE CONGRESSMEN, AND THEY WERE PEOPLE THERE FROM THE BUILDING ASSOCIATION AND ENVIRONMENTAL GROUPS, AND EVERYBODY WANTED TO KNOW WHAT WAS GOING ON.

AND IT WAS PRETTY DRAMATIC AND SOME PRETTY DIFFICULT SITUATIONS, AND SOMEHOW WE WERE ABLE TO STEER OUR WAY THROUGH OUR PROJECT AND GET OUR CONGRESSMEN TO GIVE US 17 MILLION DOLLAR IN FUNDS.

WE'RE STILL NOT DONE ALL THE WAY. YOU KNOW THAT WE STILL HAVE ABOUT A 10 MILLION DOLLAR GAP FOR THE PROJECT, AS WE SEE IN THE PRESENT EIR.

ACTUALLY, THIS GENTLEMAN, JONAS, WORKS FOR THE STATE OF CALIFORNIA RESOURCE AGENCY, ONE OF THE

EXECUTIVES OVER THERE, AND HE MAY BE INSTRUMENTAL IN HELPING US GET STATE FUNDS FOR THE PROJECT. THERE IS NO GUARANTEES. WE KNOW THE STATE OF CALIFORNIA IS HAVING HARD TIMES, BUT WE MAY HAVE GONE AS FAR AS WE CAN WITH FEDERAL FUNDS.

AND, AS YOU KNOW, THE GOVERNOR GAVE US 4 MILLION DOLLARS ABOUT TWO YEARS AGO. THERE WEREN'T ANY FUNDS IN THE LAST YEAR BUDGET, BUT MAYBE IF WE HAVE ENOUGH SUPPORT AND WORK TOGETHER, WE CAN CONTINUE TO HAVE THE ATTORNEY GENERAL AND BARRY NICHOLS FROM THE RESOURCE AGENCY FIND FUNDS FOR THIS PROJECT SO WE CAN MOVE AHEAD.

WE HEARD A LOT ABOUT GETTING A BRIDGE AND A CONNECTION TO COOL. THAT SOUNDS LIKE A GOOD IDEA. I THINK THE REASON WHY, YOU KNOW, THAT'S NOT INCLUDED HERE IS THAT WOULD ADD AN ADDITIONAL COST THAT WOULD MAY HAVE MADE IT -- INFEASIBLE. BUT I THINK THAT IF WE GET THIS FAR ALONG, AND THERE'S ALWAYS A WAY TO WORK FURTHER, AND WORKING WITH STATE, THE CALIFORNIA STATE PARK SYSTEM, WE CAN FIND FUTURE FUNDS FOR A CONNECTION TO COOL.

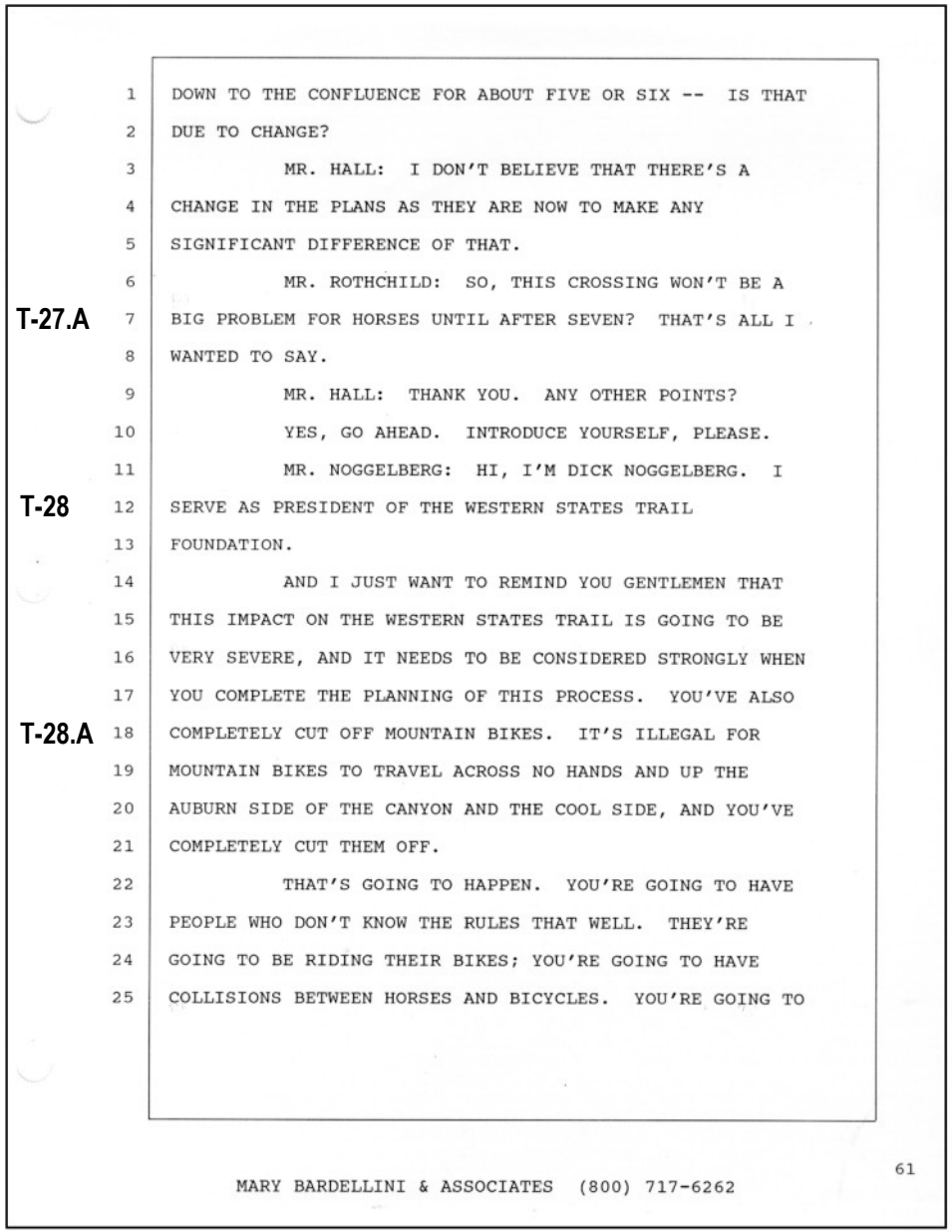
THANKS.

T-27

MR. HALL: THANKS A LOT.

INTRODUCE YOURSELF, PLEASE, FOR THE RECORD.

MR. ROTHCHILD: JOHN ROTHCHILD. I LIVE HERE IN AUBURN. RIGHT NOW, A NOTICEABLE FLOW DOESN'T GET



DOWN TO THE CONFLUENCE FOR ABOUT FIVE OR SIX -- IS THAT DUE TO CHANGE?

MR. HALL: I DON'T BELIEVE THAT THERE'S A CHANGE IN THE PLANS AS THEY ARE NOW TO MAKE ANY SIGNIFICANT DIFFERENCE OF THAT.

MR. ROTHCHILD: SO, THIS CROSSING WON'T BE A BIG PROBLEM FOR HORSES UNTIL AFTER SEVEN? THAT'S ALL I WANTED TO SAY.

MR. HALL: THANK YOU. ANY OTHER POINTS? YES, GO AHEAD. INTRODUCE YOURSELF, PLEASE.

MR. NOGGELBERG: HI, I'M DICK NOGGELBERG. I SERVE AS PRESIDENT OF THE WESTERN STATES TRAIL FOUNDATION.

AND I JUST WANT TO REMIND YOU GENTLEMEN THAT THIS IMPACT ON THE WESTERN STATES TRAIL IS GOING TO BE VERY SEVERE, AND IT NEEDS TO BE CONSIDERED STRONGLY WHEN YOU COMPLETE THE PLANNING OF THIS PROCESS. YOU'VE ALSO COMPLETELY CUT OFF MOUNTAIN BIKES. IT'S ILLEGAL FOR MOUNTAIN BIKES TO TRAVEL ACROSS NO HANDS AND UP THE AUBURN SIDE OF THE CANYON AND THE COOL SIDE, AND YOU'VE COMPLETELY CUT THEM OFF.

THAT'S GOING TO HAPPEN. YOU'RE GOING TO HAVE PEOPLE WHO DON'T KNOW THE RULES THAT WELL. THEY'RE GOING TO BE RIDING THEIR BIKES; YOU'RE GOING TO HAVE COLLISIONS BETWEEN HORSES AND BICYCLES. YOU'RE GOING TO

61

MARY BARDELLINI & ASSOCIATES (800) 717-6262

T-27.A A. Comment noted.

T-28 **T-28.A** A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

HAVE ACCIDENTS. YOU'RE GOING TO HAVE LIABILITY.

SO, YOU REALLY NEED TO CONSIDER THAT BRIDGE. I THINK IT'S A BIG UPCOMING PROBLEM FOR PCWA AND PLACER COUNTY IN TERMS OF LAWSUITS AND THINGS LIKE THAT WITH ACCESS.

OTHER THAN THAT, I'VE LIVED HERE ALL MY LIFE, AND I THINK THE PROJECT ITSELF IS REALLY GOOD. I'M JUST APPALLED THAT THE TRAIL FROM AUBURN TO COOL WASN'T CONSIDERED WITH ALL OF THE STUDIES THAT HAVE BEEN DONE.

THAT'S ALL I HAVE TO SAY. THANKS.

MR. HALL: THANK YOU.

YES, GO AHEAD.

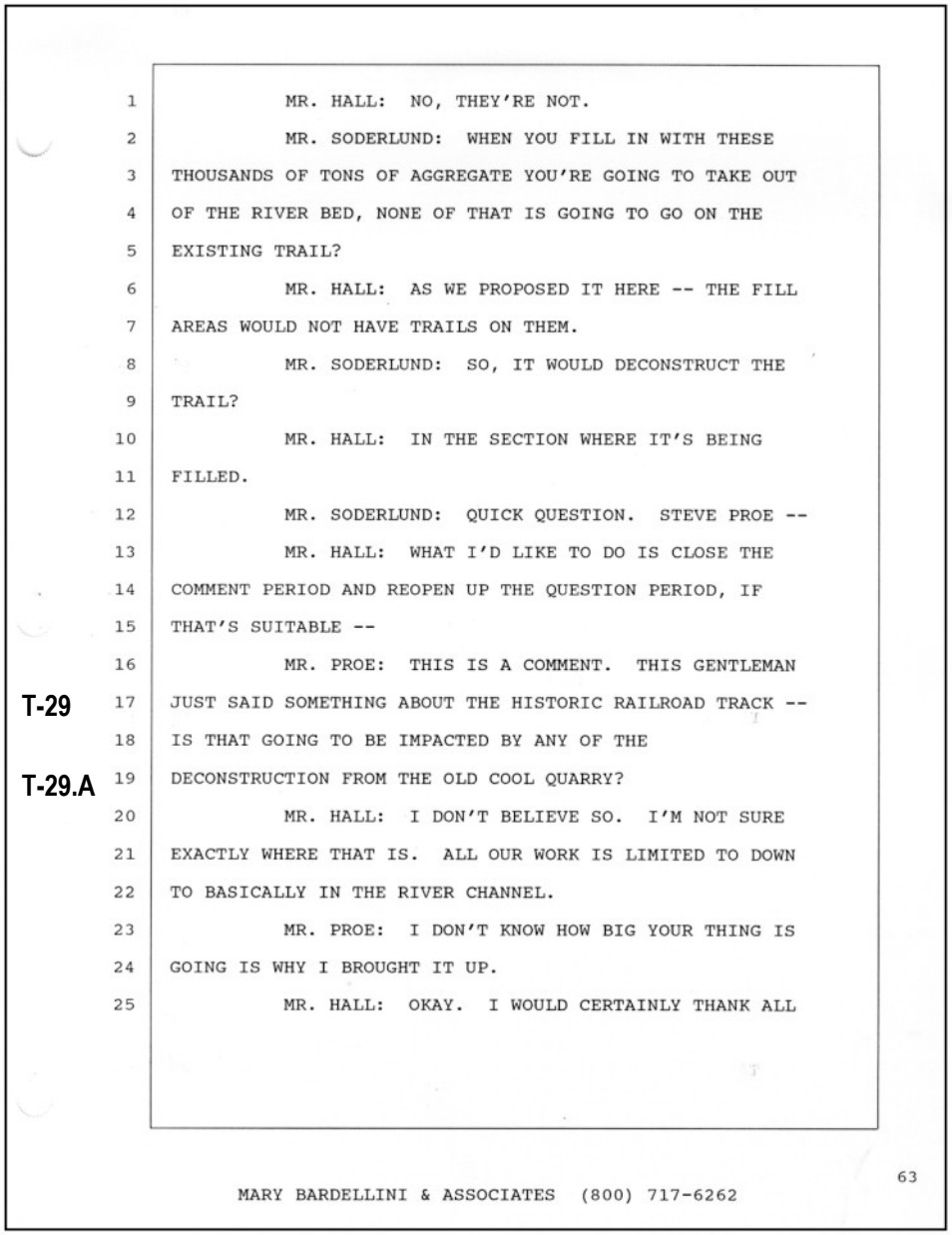
MR. SODERLUND: GREG SODERLUND. I JUST HAVE ONE QUESTION IN THE PROPOSAL --

MR. HALL: CAN WE FINISH -- I'D LIKE TO FINISH ALL THE COMMENTS FIRST, AND THEN WE'LL BE HERE AFTER WE CLOSE THE COMMENTS, AND WE'LL BE HERE TO ANSWER ANY QUESTIONS YOU HAVE.

MR. SODERLUND: THIS IS A QUESTION, SO YOU WANT ME TO WAIT?

MR. HALL: I'D LIKE TO GET ALL THE COMMENTS.

MR. SODERLUND: I'D LIKE TO ASK THIS QUESTION IN FRONT OF EVERYONE, AND THE QUESTION IS -- THE PROPOSAL, AS IT STANDS NOW, ARE THERE PLANS TO DECONSTRUCT THE TRAIL BETWEEN COOL AND AUBURN?



MR. HALL: NO, THEY'RE NOT.

MR. SODERLUND: WHEN YOU FILL IN WITH THESE THOUSANDS OF TONS OF AGGREGATE YOU'RE GOING TO TAKE OUT OF THE RIVER BED, NONE OF THAT IS GOING TO GO ON THE EXISTING TRAIL?

MR. HALL: AS WE PROPOSED IT HERE -- THE FILL AREAS WOULD NOT HAVE TRAILS ON THEM.

MR. SODERLUND: SO, IT WOULD DECONSTRUCT THE TRAIL?

MR. HALL: IN THE SECTION WHERE IT'S BEING FILLED.

MR. SODERLUND: QUICK QUESTION. STEVE PROE --

MR. HALL: WHAT I'D LIKE TO DO IS CLOSE THE COMMENT PERIOD AND REOPEN UP THE QUESTION PERIOD, IF THAT'S SUITABLE --

MR. PROE: THIS IS A COMMENT. THIS GENTLEMAN JUST SAID SOMETHING ABOUT THE HISTORIC RAILROAD TRACK -- IS THAT GOING TO BE IMPACTED BY ANY OF THE DECONSTRUCTION FROM THE OLD COOL QUARRY?

MR. HALL: I DON'T BELIEVE SO. I'M NOT SURE EXACTLY WHERE THAT IS. ALL OUR WORK IS LIMITED TO DOWN TO BASICALLY IN THE RIVER CHANNEL.

MR. PROE: I DON'T KNOW HOW BIG YOUR THING IS GOING IS WHY I BROUGHT IT UP.

MR. HALL: OKAY. I WOULD CERTAINLY THANK ALL

63

MARY BARDELLINI & ASSOCIATES (800) 717-6262

T-29

T-29.A

A. Construction and operation of the Proposed Project would not include the Old Cool Quarry or the mid-slope Old Railroad Grade that follows the river from the Auburn Dam site to the Middle Fork/North Fork confluence. Within the project area, the Old Railroad Grade lies between 300 and 500 feet above the canyon floor and is outside of the area that would be disturbed by construction activities associated with the Proposed Project.

OF YOU FOR COMING TONIGHT. IT WAS A GREAT TURNOUT, AND WE CERTAINLY HAVE GOT SOME THINGS TO GO BACK AND THINK ABOUT.

I JUST WANT TO MAKE -- REMIND YOU THAT THE COMMENT PERIOD CLOSES NOVEMBER 13, AND WE ASK THAT YOU GO AHEAD AND SEND ANY OF YOUR COMMENTS IN TO US.

THANK YOU AND GOOD NIGHT.

(TIME NOTED: 9:20 P.M.)

--oOo--

STATE OF CALIFORNIA)
) SS.
COUNTY OF PLACER)

I CERTIFY THAT THE FOREGOING HEARING IS A TRUE AND CORRECT TRANSCRIPTION OF MY NOTES AT THE TIME AND PLACE THEREIN NAMED;

I FURTHER CERTIFY THAT I AM NOT OF COUNSEL OR ATTORNEY FOR EITHER OR ANY OF THE PARTIES TO SAID HEARING, NOR IN ANY WAY INTERESTED IN THE OUTCOME OF SAID HEARING.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND THIS 24th DAY OF OCTOBER 2001.

Mary Bardellini

MARY BARDELLINI, CSR NO. 2976
CERTIFIED SHORTHAND REPORTER
STATE OF CALIFORNIA

F-1

Mary L Gould.
P. O. Box 516
Lincoln, Ca 95648
916-326-4242

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Ave
Sacramento, Ca 95825

November 5, 2001

To Whom It May Concern:

This letter is in regards to the loss of Coffer Dam Trails in Auburn Calif. & the minimal cost to keep it open, maintain it and build a bridge, in comparison to the cost for the project to put the river back to its natural state.

I would like to state my support for a solution to maintain the Trails and keep the safety of riders, hikers & bikers as a priority in this matter as follows:

OVERVIEW: At a public hearing last week PCWA claimed that the Auburn to Cool trail loss is a significant but unavoidable impact of the river restoration and pump station project. This is simply not true as there is a solution. PCWA needs to include the construction of a bridge in their plans. They also need to leave a dirt trail along side the roads that they are paving so those trails aren't lost as well.

A PERMANENT TRAIL LOSS: The Coffer Dam site is one of the few places where several trails merge and provide access to other trail systems (the Western States Trail in Auburn, the Olmstead Trail in Cool and the Maidu area Trails). Most people feel that if the PCWA river project doesn't include a bridge in their plan now that it will never happen and we will loss the Coffer Dam area Trails, three of our best training hills and major trail system connection FOREVER.

B SAFETY ISSUES: Several thousand hikers, outdoor enthusiasts, equestrians, mountain bikers and runners use these trails. If the Auburn to Cool trail is closed, the treacherous canyon trail to "no-hands" bridge (Western States Trail) will become over crowded presenting a seriously dangerous situation. This trail was not designed to handle the kind of traffic that the Coffer Dam trails can. The trails are narrow and the drop-offs are steep, rocky and several hundred feet high. People and horses will be at a much greater risk for potentially deadly accidents involving collisions and falls.

C TRAINING HILL LOSS: The Auburn to Cool trail loss is not just a trail, but also a merging of three canyon hills where athletes have been training for years. Runners and equestrians will no

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail and Master Response 3.1.6, Public River Access Features.

B. Please refer to Master Response 3.1.6, Public River Access Features.

A. Please refer to Master Response 3.1.3, Recreation Trail Access During Construction.

F-1, pg. 2

longer have these hills for training for the world famous 100 mile Western States run, the 100 mile TEVIS endurance race or other events. Auburn is proud to host the finish lines in both of these and other prestigious races. How will people feel from other states and countries when they arrive prior to theses events to acclimatize and train on these trails????

A MOUNTAIN BIKE ACCESS: Mountain biking access to the American River Canyon below Auburn is already limited. In fact, the Auburn to Cool trail is the only access they have to the trails in Cool from Auburn. It is not fair to take their only access route away from them. The canyon represents many user groups that include WATER AND LAND use. The PCWA project needs to support all canyon user groups and recognize the value of keeping the canyon access available to everyone.

B PATROL ISSUE: Currently a volunteer mounted unit patrols the Coffer Dam area. Equestrians will no longer have access to the area as the PCWA plan includes paved roads in the Auburn side and piled river rock from the excavation on the Cool side. Who is willing to take on the expenses and responsibility of patrolling this area when it becomes not so horse friendly?

SUMMARY: Most people want to share in the joy and celebration of opening the river back to its natural course. We are asking PCWA to do the right thing and not take away the use of precious and beautiful canyon trails from our community. This can be achieved by building a bridge!!!!!! A small price to pay when compared to the overall $31 million project budget. A small price to pay compared to the permanent loss of trails that thousands of people have enjoyed using for years.

Sincerely,

F-2

Nov 06 01 12:22p (530) 889-2052 p.1

November 5, 2001

American River Pump Station Project, Draft EIR/EIS Comments
Surface Water Resources, Inc.
2031 Howe Ave. Suite # 110
Sacramento, CA 95825

Dear Sir or Madam:

We were only recently made aware of American River Pump Station Project and what changes we could see in our neighborhood. We have major concerns regarding the adverse effect this project will have on our quiet way of life in Falcon Point and other housing tracks in the immediate area.

Some of the impacts to our neighborhood are:

A
- ✓ Increase of traffic flow
- ✓ Vulnerable parking of many unattended vehicles

B
- ✓ Increase noise and safety issues during a two-year construction project
- ✓ Safety of our children in allowing shuttles and busses of rafting companies into our neighborhood

The neighborhood has already seen an increase of traffic with the continued building in this area. We have managed to maintain a somewhat tranquil neighborhood; however, the project in question will change all that.

Vehicles parked unattended may trigger car break-ins and increased burglaries in the neighborhoods.

The proposal will bring in heavy equipment to the community, instigate safety and noise issues for at least a two years period. Did that large truck that recently killed a woman on Indian Hills really belong on that road? We are extremely concerned for the safety of our citizens.

Questions we have:

C
- ➢ What alternative entrance sites are now in review.

D
- ➢ Where is the water being pumped to and is the revenue profits being passed to the people of Auburn?

E
- ➢ Has a current environmental impact study been done which includes the effect on the neighborhoods above the canyon?

F
- ➢ I am sure there are many more issues that have not been addressed in this letter of concern. The planning process is still underway and there has not been much communication to the area most impacted.

NOV- 6-01 TUE 12:21 PM 530 889 2052 P. 1

A. Please refer to Master Response 3.1.6, Public River Access Features.

B. CDPR would not issue commercial rafting permits for the project area as part of the Proposed Project.

C. Please refer to Master Response 3.1.10, Project Access.

D. The water obtained from the Proposed Project would be used to serve municipal, industrial, and commercial treated water customers within PCWA's retail service Zone 1 and agricultural water customers within PCWA service Zone 5. The Draft EIS/EIR describes the service area (Chapter 3, Section 3.2.3, page 3-6) and provides a map (Figure 3.2-1, PCWA's Water Service Area to be served by the American River Pump Station Project, page 3-7).

E. The Draft EIS/EIR evaluates neighborhoods affected by the proposed project and includes environmental protection measures to minimize environmental impacts. Please also refer to Master Response 3.1.6, Public River Access Features.

F. Please refer to Response L-95.A.

F-2, pg. 2

Our neighborhood does care, are concerned, and must have say.

Sincerely,

Jeannie Dayton
10060 Snowy Owl Way
Auburn, CA 95603

F-3

October 20, 2001

John J. Gardiner
204 Hill Street
Grass Valley, CA 95945

American River Pump Station Project
Draft EIS/EIR Comments
Surface Water Resources, Inc.
2031 Howe Ave. Suite 110
Sacramento, CA 95825

To whom it may concern:

A

I am concerned about the loss of the Auburn-to-Cool trail as a result of the closing of the tunnel at the Auburn dam construction site.

The Auburn-to-Cool trail provided the only safe route for bicyclists to get between the two areas. The only other route requires riding on a section of Highway 49 that offers no shoulders and high volume, speeding traffic.

The cost of a bridge to replace the trails would be significant. An alternative would be to create a new trail from the dam overlook to either Highway 49 at the river or the Mt. Quarries Bridge and then up to Cool.

Mitigation for closing the existing trail should include all or partial funding for creating such a trail. The completion of the pump station project will result in more people using the park. Additional long-term funds are needed to manage the park as the number of visitors increase.

Some funding source should be identified for this usage. Thank you for your consideration.

Truly,



John J. Gardiner

A. Please refer to Master Response 3.1.1, Auburn-to-Cool Trail.

F-4

October 24, 2001

American River Pump Station Project,
Draft EIS/EIR Comments,
Surface Water Resources,
2031 Howe Avenue Suite 110, Sacramento, CA 95825

RE: American River Tunnel - Support Tunnel Closure and River Restoration

To whom it may concern:

I would like to register my support for closure of the diversion tunnel on the North Fork American River. I understand public comment is now being solicited. Please consider this letter as my official comments and enter it into the official record.

A

I support the preferred alternative (the "Mid-Channel Diversion Alternative") because it will return water to the natural riverbed and restore the river channel, as well as close the tunnel. The other alternatives proposed offer no river restoration and no tunnel closure.

The preferred alternative also begins to set the stage to provide public access to the Confluence Parkway - the long closed reach of the American River from the confluence of the North and Middle Forks of the American River to Folsom Reservoir. The Confluence Parkway, when completed, should maintain access and river crossings, so that the local community and all recreational users may continue enjoying the canyon.

Here are my personal reasons for wanting the river to be restored:

"IT'S A NO-BRAINER!"

It is time to restore the river so that everyone can use it again! Thank you for considering my input.

Sincerely,

Name John Kloss

Address 444 T St.

City/state/zip Sacramento, CA. 95814

A. Project support noted.

F-5

This document is submitted as public comments to the project identified below.

Placer County Water Agency / US Bureau of Reclamation

PCWA American River Pump Station Project Draft EIR and EIS

By signing this document I have indicated my agreement and support of the following statement.

A **I do not support any activity that will increase vehicular traffic on Maidu Drive in Auburn CA. due to recreational access to or construction activity in the North Fork American River canyon.**

Name	Signature	Address	City, State, Zip	Phone	Other comments / Organization if applicable
Julie Monroe	Julie Monroe	10025 Snowy Owl Wy	Auburn, CA 95603	8854272	
Layton Monroe	Layton Monroe	" "	"	"	
Shari Beck	Shari Beck	400 Perkins Way	Auburn CA 95603	886-0631	
Peter Leal	Peter Leal	4175 Eagles Nest	Auburn CA 95603	889-8599	
Steven Lerma	Steven Lerma	10035 Snowy Owl Way	Auburn CA 95603	886-0752	
John Edgerton	John Edgerton	1449 Buckeye Ct	Auburn CA 95603	888-6102	
Kathy Ray	Kathy Ray	10115 Snowy Owl Way	Auburn, CA 95603	823-3944	What about bringing cars in on Pacific through Overlook?

A. Please refer to Master Response 3.1.6, Public River Access Features and Master Response 3.1.10, Project Access.