Welcome!

Folsom Dam Raise Project
Public Scoping Webinar/Teleconference

To participate, visit **https://usace.webex.com**, and enter meeting #: **964 384 499** or call **1-888-363-4735 or 1-215-446-3657**, enter access code **841 183 9**

Project information will also be posted periodically on the internet at:
The Folsom Dam Raise Website

USACE Representative:

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How Can I Comment?

Comments on the Notice of Intent for the Draft Supplemental Joint Environmental Impact Statement/Environmental Impact Report will be accepted from April 1 through May 8, 2020.

Written comments can be submitted as follows:

1. **By Mail:** Written comments and comment cards can be addressed to:

   US Army Corps of Engineers, Sacramento District
   Attn: Bert Skillen (CESPK-PDR-A)
   1325 J Street, Sacramento, CA, 95814

2. **By E-Mail:** E-mailed comments can be addressed to:

   Folsom-Dam_Raise@usace.army.mil

Project information will also be posted periodically on the internet at:
The Folsom Dam Raise Website

Comments are gathered to get insights and local information for the Supplemental Environmental Impact Statement/Environmental Impact Report.
We want to hear your comments about:

- Any alternatives that should be considered and evaluated.
- Potential environmental issues and impacts.
- Any local knowledge or information to assist with the environmental review that we may not be aware of.
- When and how you would like to be informed of the project.

Equestrians on Dike 5

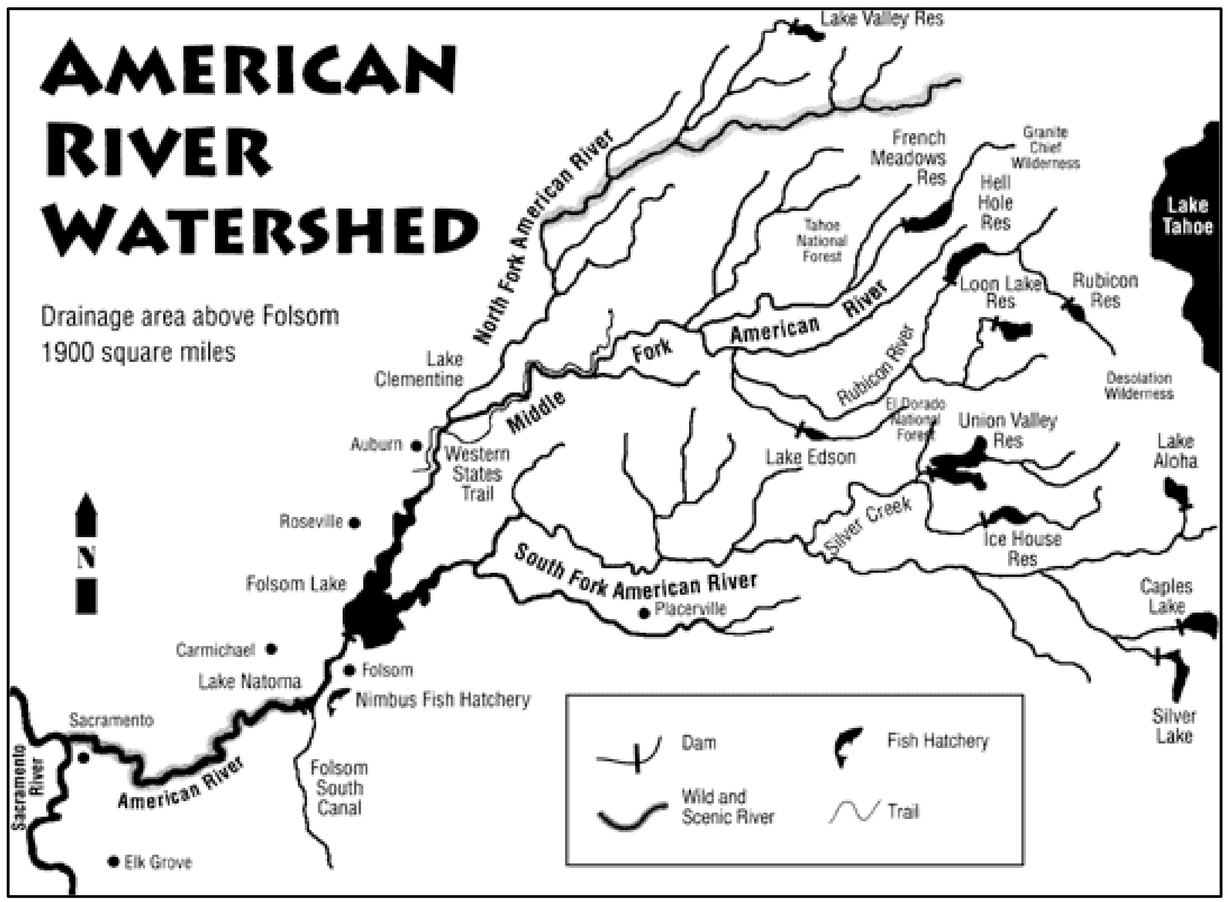
Construction at Dike 8

Project Background

The Folsom Dam and its associated facilities impound flows on the American River, forming Folsom Lake.

The dam was constructed in 1955 as a multipurpose facility providing water supply, water quality, power, fish and wildlife habitat, recreation, navigation, and flood risk management for the greater Sacramento metro area. The dam and its facilities are the joint responsibility of two federal agencies, the Bureau of Reclamation and the Army Corps of Engineers.

The Folsom Dam Raise Project will modify the Main Concrete Dam, Mormon Island Auxiliary Dam, Right Wing Dam, Left Wing Dam, and Dikes 1-8.



Proposed Action

The Sacramento District U.S. Army Corps of Engineers and the Central Valley Flood Protection Board are preparing a Supplemental Joint Environmental Impact Statement/Environmental Impact Report (SEIS/EIR) to analyze changes in project design/features not described in the 2017 SEIS/EIR, specifically constructing a new Dike 3, onsite borrow and disposal at MIAD West and South, a rock crushing plant at MIAD East, concrete batch plants for the Right Wing and Left Wing Dams, and a comprehensive plan for mitigation and restoration upon completion of construction.

Project Purpose

The Project will enhance the utilization of the existing Folsom Dam surcharge flood storage space, as well as increase the surcharge (temporary water storage space utilized during rare flood events) flood storage capacity of the reservoir.

Previous Related Public Meetings

2002 American River Watershed, California EIS/EIR: Oct 9, 10, 11, & 24, '01
2007 Folsom Dam Safety/Flood Damage Reduction EIS/EIR: Dec 12, 14, & 15, 2005
2017 Folsom Dam Raise Project SES/EIR: Feb: 19 & 24, 2014

Folsom Dam Raise Authorizations

EWDDA 2004: Congress first authorizes a plan to raise Folsom Dam. The initial authorization was for a 7 foot dam raise and the replacement of all 8 tainter spillway gates.
WRDA 2007: A 3.5 foot dam raise, the replacement of three emergency gates, and three ecosystem restoration projects (automating/reconfiguring the temperature control shutters at Folsom Dam and restoration of the Bushy and Woodlake sites downstream) were authorized, in conjunction with the Joint Federal Project auxiliary spillway.

Existing Folsom Dam Facilities

US Army Corps of Engineers

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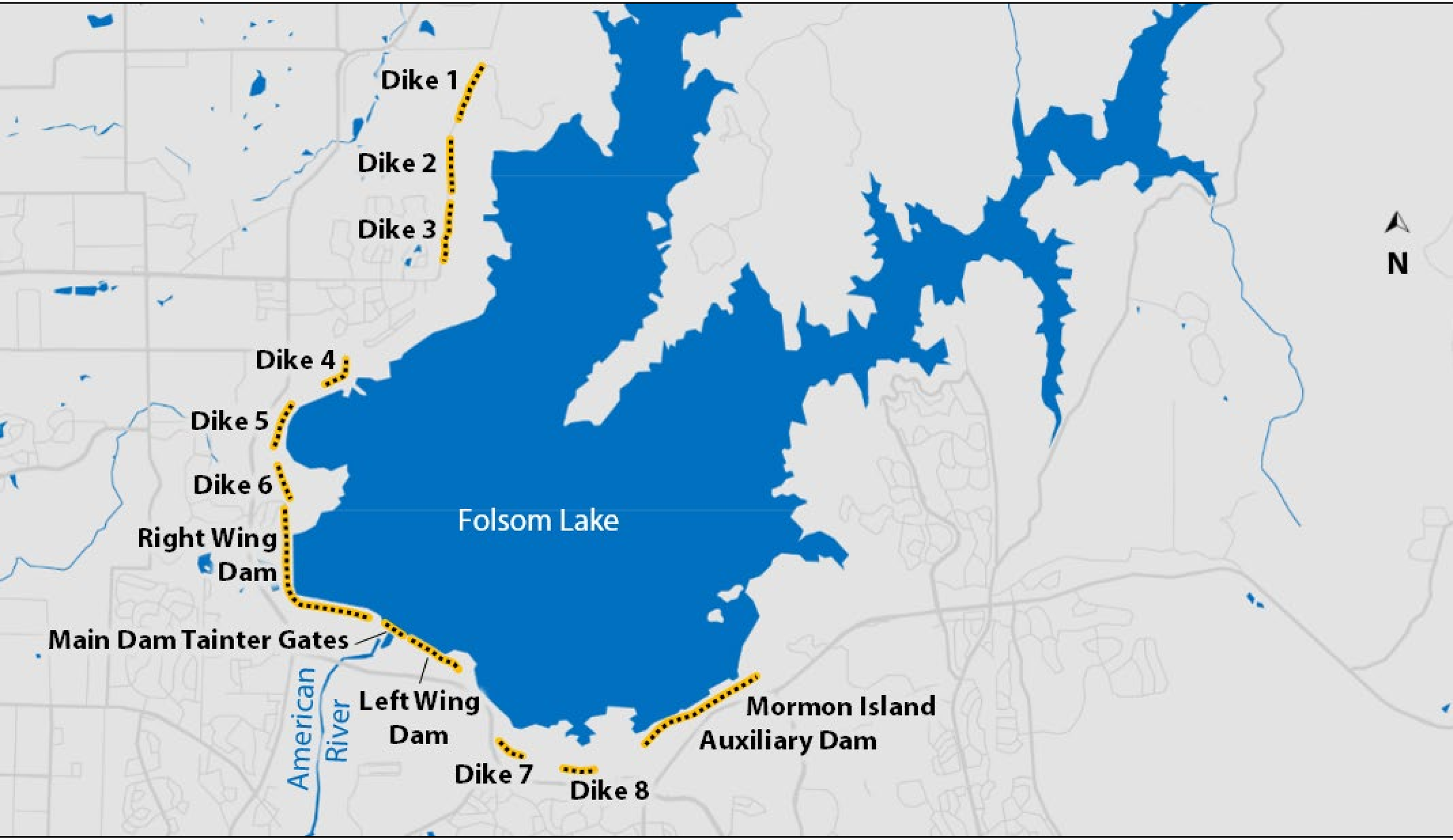
Folsom Dam Raise 2020



Dike 3 Relocation and Raise

Preferred Alternative:
Construct a new Dike 3; the new dike will be 80 feet closer to the lake.

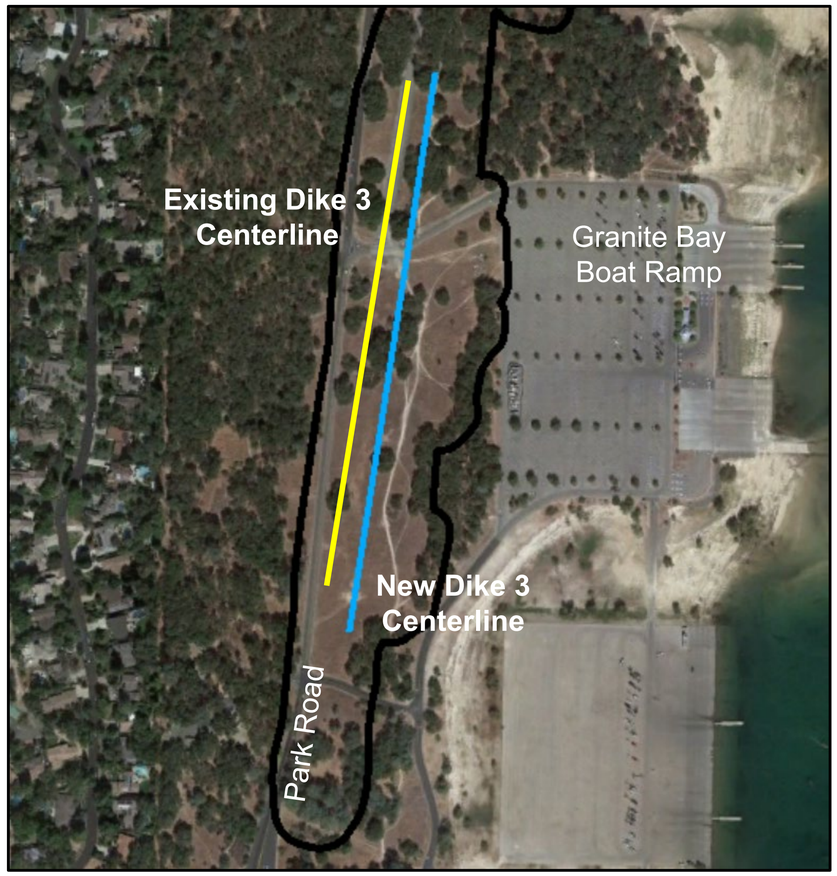
This alternative was selected because:

- Presence of woody vegetation (trees) on the existing Dike 3 presents challenges and uncertainty for raising the dike. Construction of a new dike alleviates challenges and uncertainty.
- Maintains flood protection by leaving the existing Dike 3 in place while the new dike is constructed.
- Results in less-steep grades for the parking lot entrance road that will cross over the top of the raised Dike 3 compared to other design alternatives.

Impacts to be analyzed:

- Recreation
- Vegetation and Wildlife
- Cultural Resources
- Traffic
- Air Quality
- Visual Resources

No Action:
The Federal government would raise Dike 3 as described in the 2017 Supplemental Environmental Impact Statement/ Environmental Impact Report.



Existing Dike 3 centerline indicated in yellow and new Dike 3 centerline indicated in blue.

Dike 3 crest and toe.

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Onsite Borrow and Disposal at Mormon Island Auxiliary Dam (MIAD) West and South

Preferred Alternative:
Use material excavated at MIAD West and South as fill for the Folsom Dam Raise Project. Disposal materials from construction would be deposited at MIAD to restore topography and drainage patterns. Any additional borrow and disposal materials needed would come from or go to commercial sites.

This alternative was selected because:

- Reduced impacts to air quality and traffic due to material being trucked a shorter distance than if imported from a commercial source.

Impacts to be analyzed:

- Cultural Resources
- Visual Resources
- Vegetation and Wildlife
- Traffic
- Air Quality

No Action:
The Federal government would borrow and dispose all materials offsite at commercial sites up to 30 miles away as described in the 2017 Supplemental Environmental Impact Statement/Environmental Impact Report.

Borrow and disposal site area of potential effects indicated in yellow.

Landside of the Mormon Island Auxiliary Dam, looking southwest.

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Rock Crushing Plant at Mormon Island Auxiliary Dam (MIAD) East

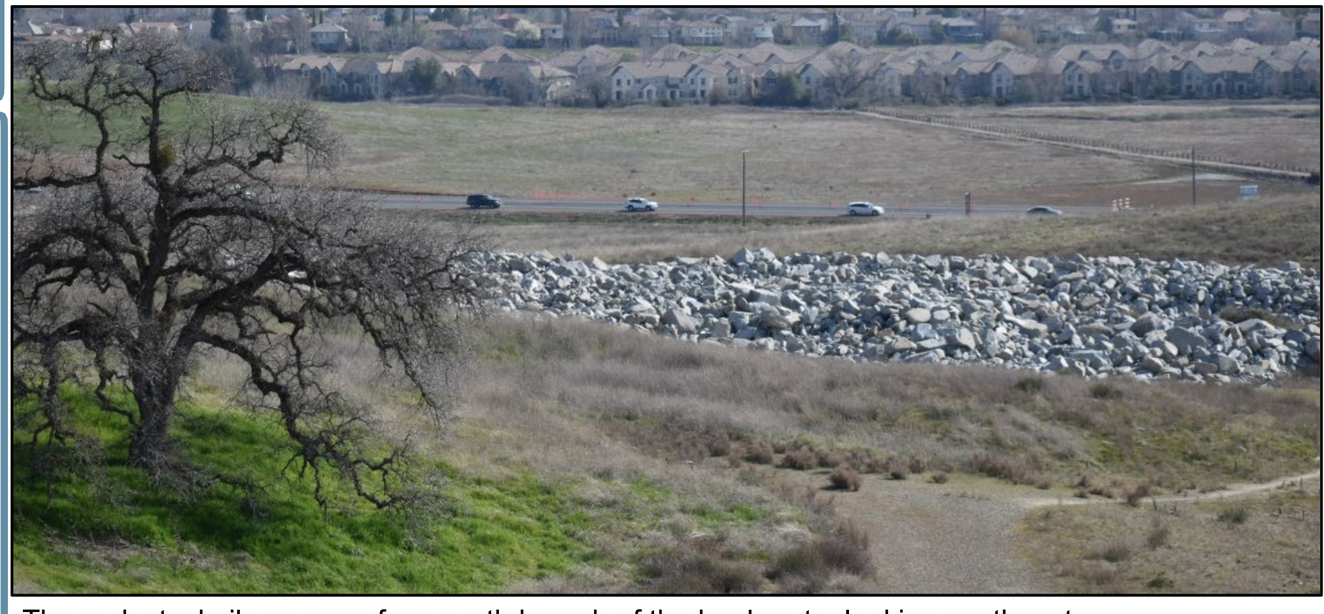
Preferred Alternative:
Placing a rock crushing plant at MIAD East to process the existing rock stockpile will allow for the crushed material to be used for the Folsom Dam Raise Project.

This alternative was selected because:
- Reduced impacts to air quality and traffic due to material being trucked a shorter distance.

Impacts to be analyzed:
- Visual Resources
- Traffic
- Air Quality
- Cultural Resources
- Noise

No Action:
As described in the 2017 Supplemental Environmental Impact Statement/Environmental Impact Report, the Federal government would use the rock, without the use of a rock crushing plant, in one or more phases of the proposed project; any rock remaining afterward would be removed and disposed off-site by the end of the final phase of the overall Dam Raise project.

MIAD rock stockpile Area of Potential Effects indicated in yellow.



The rock stockpile as seen from north branch of the haul route, looking southeast.

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Concrete Batch Plants for Left and Right Wing Dams (LRWD)

Preferred Alternative:
Produce concrete for the Left and Right Wing Dams (LRWD) onsite, one plant per wing dam.

This alternative was selected because:
- Reduced impacts to air quality due to material being trucked a shorter distance.
- Reduced traffic impacts due to materials being trucked a shorter distance than from commercial site.
- Aid constructability given the limited on-site access for equipment and materials.
- Reduce potential of concrete waste that is produced offsite.

Impacts to be analyzed:
- Air Quality
- Visual Resources
- Cultural Resources

No Action:
The Federal government would truck in concrete from offsite as described in the 2017 Supplemental Environnemental Impact Statement/Environnemental Impact Report.

Left (yellow line) and Right (red line) Wing Dams.


The north end of the Right Wing Dam, looking south.

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Plan for Mitigation and Restoration

Mitigation: Offsetting for an impact by replacing or providing substitute resources or environments.

- We anticipate mitigating for any native trees removed during construction.

Restoration: Returning a site to the condition it was before the action

- We anticipate restoring haul routes and staging, construction, borrow/disposal, and stockpile areas.

Looking northwest over Folsom Lake from the Mormon Island Auxiliary Dam.

No Action:
The Federal government would produce an additional environmental document. Some information was included in the 2017 Supplemental Environmental Impact Statement/Environmental Impact Report but cited the need for additional planning once the design of the Dam Raise was closer to completion.

Oak planting site, next to Dike 8, to restore the haul route for the Auxiliary Spillway.

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National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) Process

Folsom Dam Raise 2020

A joint Supplemental Environmental Impact Statement/Environmental Impact Report (SEIS/EIR) will be prepared in compliance with NEPA and CEQA. The SEIS/EIR will disclose to the public potential environmental effects of all feasible alternatives considered and proposed measures to avoid or reduce significant environmental effects. **All public comments received will be considered prior to making a final decision on the action to be taken.**

NEPA Environmental Impact Statement		CEQA Environmental Impact Report
NOTICE OF INTENT	Official notice that an environmental document is being prepared	NOTICE OF PREPARATION
SCOPING	Defines the scope of the study by identifying issues and soliciting comments from the general public, agencies, and jurisdictions	SCOPING
DRAFT SEIS	Describes the purpose and need/proposed project; alternatives considered; alternatives rejected or accpeted; and a comprehensive evaluation of the environmental impacts that the alternatives would like cause, and conceptual mitigation	DRAFT EIR
EPA FILING: FEDERAL REGISTER		STATE CLEARINGHOUSE
PUBLIC & AGENCY REVIEW	At least a 45-day period during which the public and agencies review the draft document and submit comments to the lead agencies.	PUBLIC & AGENCY REVIEW
FINAL SEIS	Addresses the comments on the draft document and from any public hearing, presents the final evaluation of project-induced environmental impacts and ways to mitigate unavoidable impacts	PREPARATION OF RESPONSE TO COMMENTS
EPA FILING: FEDERAL REGISTER NOTICE		FINAL EIR
AGENCY DECISION/ RECORD OF DECISION	Lead agency uses information from the final document and the project record to issue a decision and document commitments and mitigation	AGENCY DECISION/FINDINGS, STATEMENT OF OVERRIDING CONSIDERATION, MITIGATION MONITORING

US Army Corps of Engineers

Bureau of Reclamation

Central Valley Flood Protection Board

Department of Water Resources

SAFCA Sacramento Area Flood Control Agency

Related Projects

Joint Federal Project – Folsom Dam Auxiliary Spillway

- The auxiliary spillway and the Folsom Dam Raise comprise the overall Folsom Dam Safety and Flood Damage Reduction Project. During large storm events, these projects will reduce flood damage and protect the greater Sacramento Area which includes millions of people and critical infrastructure.

- Completed in October 2017, the Auxiliary Spillway is a key feature to improving Folsom Dam facility's flood risk management. Constructed adjacent to the main concrete dam, the auxiliary spillway includes a 1,000-foot-long approach channel, a concrete control structure with six bulkheads and six radial gates, a 2,100-foot-long auxiliary spillway chute, and a stilling basin that will act as an energy dissipation structure as water discharges and enter the American River.

- For more info visit: [The Folsom Dam Auxiliary Spillway Website]

American River Common Features

- The greater ARCF 2016 project is scheduled for construction from 2019 through 2024.

- The project will involve construction of levee improvements along the American and Sacramento River levees, as well as proposed improvements to the Natomas East Main Drainage Canal (NEMDC) east levee and Magpie Creek. The levee improvements scheduled for implementation include construction of cutoff walls, erosion protection, seepage and stability berms, relief wells, levee raises, and a small stretch of new levee. In addition, the Corps would widen the Sacramento Weir and Bypass. The project would also involve construction of a number of mitigation sites in the area.

- In the summer of 2019, the Corps constructed a small seepage berm project referred to as Reach D Contract 1 off of Front Street near downtown Sacramento. Additionally, SAFCA initiated construction on a riparian mitigation site referred to as the Beach-Stone Lakes Mitigation Site (BSLMS) adjacent to the Sacramento River and Morrison Creek near the southern limits of the ARCF 2016 project area. The BSLMS would incorporate mitigation for impacts to trees associated with the Sacramento River Seepage and Stability portion of the overall ARCF 2016 project.

- Additional upcoming planned construction includes planned cutoff wall construction along the Sacramento River from 2020 through 2023, and erosion protection sites along both the Sacramento and American rivers from 2021 through 2023. Additionally, the Corps and DWR are partnering to widen the Sacramento Weir and Bypass, with DWR initiating construction on the Bypass Widening as part of the Lower Elkhorn Basin Levee Setback project in 2020, and the Corps initiating construction on the Weir Widening in 2021.

- For more info visit: [The Sacramento Area Levees Website]