

# Central Valley Flood Protection Board Package

## Agenda Item 8-B

Consider approval of Resolution No. 2016-05 to certify the Folsom Dam Safety and Flood Damage Reduction Project – Folsom Dam Modification Project: Phase V Site Restoration and Related Mitigation Activities, 2016 Final Supplemental Environmental Assessment / Environmental Impact Report.

### *Phase V Supplemental Environmental Assessment / Environmental Impact Report*

### **Folsom Dam Modification Project**

Meeting Agenda Date: April 22, 2016

#### CONTENTS

Staff Report

Jason Brabec, P.E.,  
& Vincent Heim  
Flood Projects Office

# ***STAFF REPORT***

**Meeting of the Central Valley Flood Protection Board  
April 22, 2016**

**STAFF REPORT**

***Folsom Dam Modification Project***

**Certification of 2016 Final Supplemental Environmental  
Assessment / Environmental Impact Report**

**Phase V Site Restoration and Related Mitigation Activities**

---

**REQUEST FOR BOARD ACTION**

Consider approval of Resolution No. 2016-05 to:

1. Certify the 2016 Folsom Dam Safety and Flood Damage Reduction – Folsom Dam Modification Project: Phase V Site Restoration and Related Mitigation Activities, Final Supplemental Environmental Assessment / Environmental Impact Report (2016 Final Supplemental EA/EIR) that addresses the Design Refinement of the Folsom Dam Modification Project completed in accordance with the California Environmental Quality Act (CEQA) Guidelines.
2. Adopt the Statement of Findings and the Mitigation Monitoring and Reporting Plan.
3. Approve the Design Refinement for the Folsom Dam Modification Project.
4. Delegate authority to the Executive Officer to execute the Notice of Determination.

A copy of the Draft Resolution No. 2016-05 is included in Attachment A of this Staff Report.

The Folsom Dam Modification Project is a large scale project with multiple potential environmental impacts. The 2016 Final Supplemental EA/EIR presents the evaluation of the environmental effects from proposed restoration activities necessary for the completion of the Folsom Dam Modification Project.

**BACKGROUND**

The Folsom Dam Modification Project, also referred to as the Folsom Joint Federal Project (Folsom JFP), is a cooperative effort to improve flood damage reduction features, dam safety, and security at the Folsom Dam and its associated facilities. Operations of the

auxiliary spillway would increase water discharge capabilities of the reservoir and help provide a 200-year level of flood protection for the Sacramento region.

Folsom JFP is located within the City of Folsom about 20 miles northeast of the City of Sacramento (Figure 1). The Folsom Dam and Reservoir are located downstream from the confluence of the north and south forks of the American River. Construction for the Folsom JFP was broken into five phases: Phase I and II (initial excavation), Phase III (Control Structure), Phase IV (auxiliary spillway, approach channel, chute, and stilling basin), and Phase V (restoration activities). Figure 2 presents the various project features of the JFP construction, including green hatched areas for the various restoration activities included in Phase V (i.e., haul road, MIAD, prison staging area, etc.).

### **SPONSORS**

The Folsom Dam Modification Project is a cooperative effort between the U.S. Bureau of Reclamation (Reclamation), the U.S. Army Corps of Engineers (USACE), the State of California Central Valley Flood Protection Board (CVFPB), and the Sacramento Area Flood Control Agency (SAFCA). The State of California Department of Water Resources (DWR), working on behalf of the CVFPB, also participates on the Folsom JFP Project.

### **PRIOR ENVIRONMENTAL ACTIONS AND DETERMINATIONS**

The 2016 Final Supplemental EA/EIR is a supplemental supporting document to the 2007 Folsom Dam Safety and Flood Damage Reduction Project, Final Environmental Impact Statement /Environmental Impact Report (2007 Final EIS/EIR). The evaluation in the 2007 Final EIS/EIR was based on technical studies and the project design available at the time. The Reclamation Board, now the CVFPB, adopted Resolution 07-03 in July 2007, which resulted in the certification and approval of the Folsom Dam Safety and Flood Risk Reduction Project. Subsequent construction and technical studies revealed a need for further design refinements to the Folsom JFP Project, including to the approach channel, prison staging area, spillway, etc. These design refinements required additional environmental analysis that necessitated supplemental environmental documents to comply with the CEQA and National Environmental Policy Act (NEPA).

### **DESIGN REFINEMENT**

The Design Refinement evaluated in the 2016 Final Supplemental EA/EIR included construction activities to restore the JFP site under the final phase (Phase V) of construction. The construction activities that make up the Design Refinement proposed under Phase V include, but not limited to, restoration activities of the Haul Road Restoration Area (HRRRA), Mormon Island Auxiliary Dam (MIAD) East and West sites, and Prison Staging Area (PSA). These areas combined cover an area of almost 70 acres. The Phase V 2016 Supplemental EA/EIR also examines the impacts associated with

construction of proposed new guardrails along Folsom Lake Crossing, security fencing, as well as other project design changes. Refer to Figure 2 for a detailed picture showing the various sites proposed for restoration under Phase V. Construction is anticipated to be conducted between May and December 2016, with restoration and mitigation activities completed upon achievement of specific criteria (i.e., 80% cover).

### **2016 FINAL SUPPLEMENTAL EA/EIR**

The Design Refinement under Phase V of the Folsom JFP, as evaluated in the 2016 Final Supplemental EA/EIR (Attachment B), is required for the ultimate functionality of the Folsom JFP. In summary, the environmental effects for the proposed work to complete the Design Refinement were found to be less-than-significant with mitigation.

A Mitigation Monitoring and Reporting Plan (MMRP) was prepared to summarize the potential environmental impacts and the mitigation measures, as evaluated in the 2016 Final Supplemental EA/EIR, that may be used to reduce impacts to less-than-significant levels. Refer to Attachment C for a copy of the MMRP. A Statement of Findings (Attachment D) was also prepared for the 2016 Final Supplemental EA/EIR.

### **COSTS**

The Phase V work associated with Resolution 2016-05 will cost approximately \$8,700,000, and is already included in the Total Project Cost (TPC) of \$812,000,000 for the Folsom JFP Project. As identified in the Project Cooperation Agreement(s), this cost will be shared by USACE paying 65% and the remaining 35% paid by the Non-Federal sponsors. Of this 35% Non-Federal share of the Phase V work, the State of California is responsible for 70% and SAFCA, as the local sponsor, is responsible for the remaining 30%.

### **PUBLIC INVOLVEMENT**

DWR Staff, on behalf of CVFPB, filed the Draft Supplemental EA/EIR with the State Clearinghouse (Number 2006022091) on January 7, 2016. Almost concurrently, USACE circulated a Notice of Availability (NOA) of the Draft Supplemental EA/EIR on January 6, 2016. The Draft Supplemental EA/EIR was circulated to the public; to local, state, and federal agencies; and to other interested parties to inform responsible agencies and the public of the proposed project changes and to solicit comments. In addition, a public outreach meeting was held on January 20, 2016 at the Folsom Community Center to inform the public on the Design Refinement and allow for additional comments from the public.

Written comments or questions concerning the proposed Draft Supplemental EA/EIR were accepted through the end date of the 45-day circulation period which ended on February 22, 2016. Comments were documented from the public outreach meeting, as well as

submitted comments from several agencies (e.g., city of Folsom), Reclamation, a home owners' association, one local residence, and tribal communities. Comments received were addressed and incorporated into the 2016 Final Supplemental EA/EIR, as appropriate. Appendix H of the 2016 Final Supplemental EA/EIR contains all of the comments received, along with the corresponding responses.

### **STAFF RECOMMENDATION**

The Draft Supplemental EA/EIR was reviewed by USACE personnel; DWR staff and legal counsel, on behalf of CVFPB; and public and resource agencies. Comments were addressed and incorporated into the 2016 Final Supplemental EA/EIR, as appropriate. The 2016 Final Supplemental EA/EIR is in compliance with CEQA and provides full disclosure of the effects of the proposed action. CVFPB certification of this 2016 Final Supplemental EA/EIR would prevent funding interruptions and maintain the project schedule.

DWR staff and legal counsel, working on behalf of the CVFPB, recommend that the Board adopt Resolution 2016-05 to:

1. Certify the 2016 Final Supplemental EA/EIR;
2. Adopt the Statement of Findings and MMRP;
3. Approve the Design Refinement; and
4. Delegate authority to the Executive Office to execute the Notice of Determination.

### **LIST OF FIGURES**

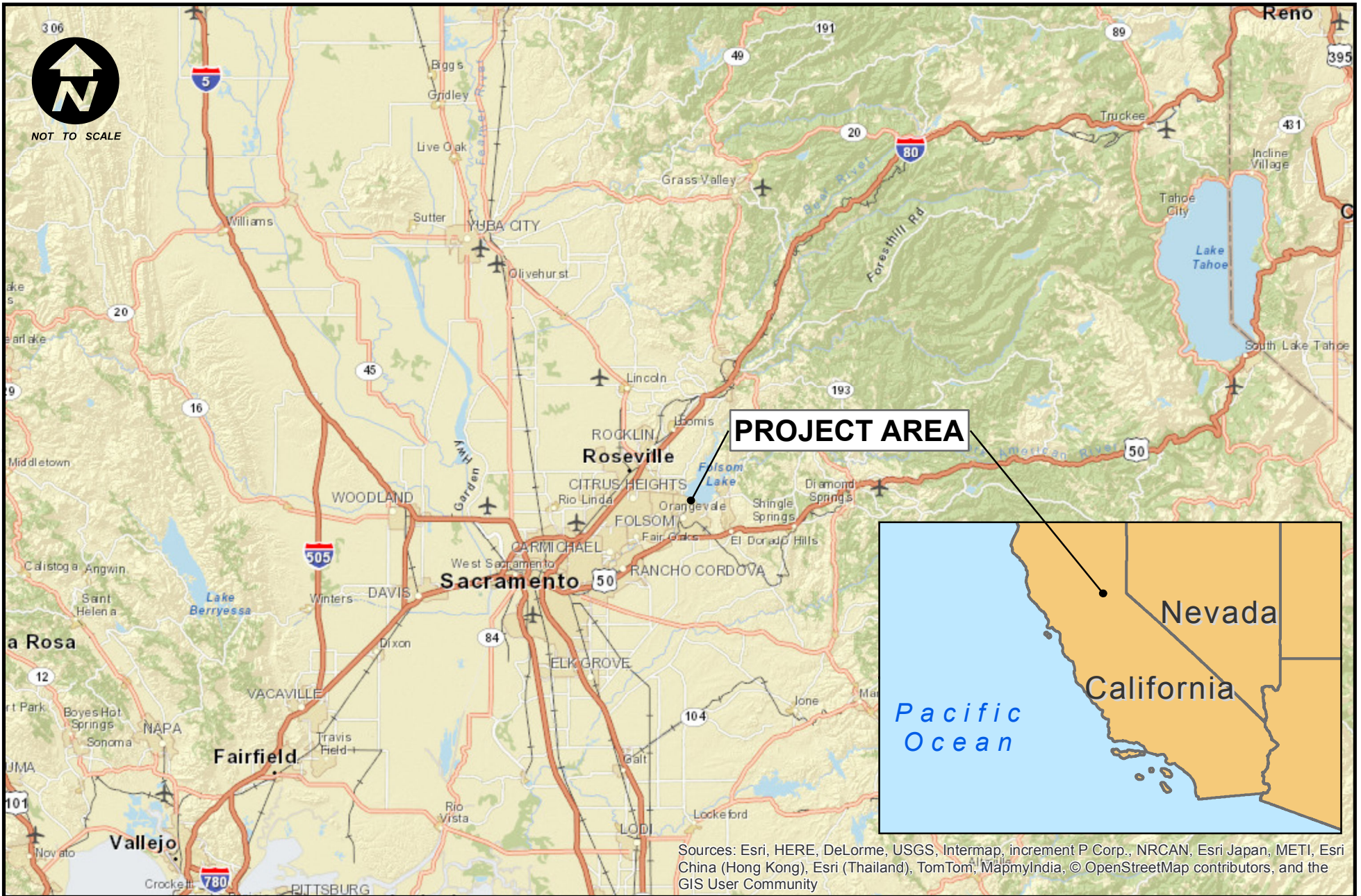
- Figure 1. Project Area Map
- Figure 2. Project Features Map

### **LIST OF ATTACHMENTS**

- A. Draft Resolution 2016-05
- B. 2016 Final Supplemental EA/EIR
- C. Mitigation Monitoring and Reporting Plan (MMRP)
- D. Statement of Findings

# ***FIGURES***





# Project Area Map



**Folsom Dam Modifications Project**

**January 2015**

**Figure 1**





# Project Features Map

0 750 1,500 3,000 4,500 6,000 Feet

Folsom Dam Modifications Project

April 2016

Figure 2

# ***ATTACHMENTS***

***ATTACHMENT A***

***Draft Resolution 2016-05***

STATE OF CALIFORNIA  
THE CALIFORNIA NATURAL RESOURCES AGENCY  
CENTRAL VALLEY FLOOD PROTECTION BOARD

DRAFT RESOLUTION NO. 2016-05

FOLSOM DAM MODIFICATION PROJECT

CERTIFICATION OF 2016 FINAL SUPPLEMENTAL ENVIRONMENTAL  
ASSESSMENT / ENVIRONMENTAL IMPACT REPORT  
PHASE V SITE RESTORATION AND RELATED MITIGATION ACTIVITIES  
FOLSOM, CALIFORNIA

**WHEREAS**, the Folsom Dam Modification Project is a Joint Federal Project (JFP) authorized by Congress in the Water Resources Development Act of 1999, and by the California legislature in Water Code Section 12670.14(c); and

**WHEREAS**, the JFP is a cooperative effort by the U.S. Department of the Interior, Bureau of Reclamation (Reclamation), U.S. Army Corps of Engineers (USACE), the Central Valley Flood Protection Board (successor to the California State Reclamation Board), and Sacramento Area Flood Control Agency (SAFCA) to improve dam safety and flood protection for the Sacramento area by making improvements to Folsom Dam and associated structures; and

**WHEREAS**, the JFP consists of multiple actions over many years, with USACE, SAFCA, and the Central Valley Flood Protection Board responsible for the flood damage reduction portions, including: the control structure, auxiliary spillway, chute, stilling basin, and restoration; and

**WHEREAS**, the Central Valley Flood Protection Board is the lead agency under the California Environmental Quality Act (CEQA) for the JFP; and

**WHEREAS**, the Central Valley Flood Protection Board certified the Folsom Dam Safety and Flood Damage Reduction Final Environmental Impact Statement/Environmental Impact Report (2007 Final EIS/EIR) and adopted findings, adopted the mitigation and monitoring plan for which a Notice of Determination was filed July 27, 2007 with the State Clearinghouse, and approved the JFP in July 2007; and

**WHEREAS**, the 2007 Final EIS/EIR contained a general evaluation of the auxiliary spillway, including: the control structure, the lining of the spillway chute, and stilling basin; these features and their potential impacts were analyzed based on the level of design available at that time; and

**WHEREAS**, the 2007 Final EIS/EIR allowed for design refinements that may be required, and if necessary, provided provisions for preparation of supplemental environmental documents as required due to construction modifications or alterations; and

**WHEREAS**, site restoration activities of the Project at completion were not evaluated at a project level in the 2007 Final EIS/EIR and have since been determined in a Design Refinement; and

**WHEREAS**, the project Design Refinement includes, but is not limited to, activities to restore the Haul Road Restoration Area, Mormon Island Auxiliary Dam sites, Prison Staging Area; and other work including installation of a guard rail and site security fencing. These work activities compose the Design Refinement evaluated in this 2016 Folsom Dam Safety and Flood Damage Reduction – Folsom dam Modification project: Phase V Site Restoration and Related Mitigation Activities, Final Supplemental Environmental Assessment / Environmental Impact Report (2016 Final Supplemental EA/EIR). Construction work is anticipated to commence in May 2016, with all work completed by December 2016; and

**WHEREAS**, the Draft Supplemental EA/EIR was circulated for public and agency review from January 7 to February 22, 2016, with all responses to comments addressed and/or incorporated into the 2016 Final Supplemental EA/EIR; and

**WHEREAS**, a Statement of Findings for each potentially significant impact that would result from the construction of the JFP has been prepared; and

**WHEREAS**, a Mitigation Monitoring and Reporting Plan summarizes the Section and Impacts, lists adopted mitigation measures, identifies timing of implementation, and establishes responsible party(ies) for implementation to avoid, minimize, or reduce any potentially significant environmental impacts; and

**WHEREAS**, the Central Valley Flood Protection Board has reviewed and considered the 2016 Final Supplemental EA/EIR and finds, on the basis of the record as a whole, including comments and written responses received on the draft document and mitigation measures, that the 2016 Final Supplemental EA/EIR reflects the independent judgment and analysis of the Central Valley Flood Protection Board; and

**WHEREAS**, pursuant to CEQA Guidelines Section 15091, changes and alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects identified in the 2016 Final Supplemental EA/EIR.

**NOW, THEREFORE BE IT RESOLVED** that the Central Valley Flood Protection Board:

1. Certifies the 2016 Folsom Dam Safety and Flood Damage Reduction – Folsom Dam Modification Project: Phase V Site Restoration and Related Mitigation Activities, Final Supplemental Environmental Assessment / Environmental Impact Report.
2. Adopts the Statement of Findings and the Mitigation Monitoring and Reporting Plan.
3. Approves the Design Refinement for the Folsom Dam Modification Project.
4. Delegates authority to the Executive Officer to execute the Notice of Determination.

**PASSED AND ADOPTED** by vote of the Board on \_\_\_\_\_, 2016.

\_\_\_\_\_  
William H. Edgar  
President

\_\_\_\_\_  
Jane Dolan  
Secretary

Approved as to Legal Form and Sufficiency

\_\_\_\_\_  
Laurence Kerckhoff  
Staff Attorney

***ATTACHMENT B***

***2016 Final Supplemental EA/EIR***



***The 2016 Final Supplemental EA/EIR is available  
for download from CVFPB's Website:***

**[http://www.cvfpb.ca.gov/meetings/2016/4-22-  
2016.cfm](http://www.cvfpb.ca.gov/meetings/2016/4-22-2016.cfm)**

**under a link for this agenda item**

# ***ATTACHMENT C***

## ***Mitigation Monitoring and Reporting Plan (MMRP)***

## MITIGATION MONITORING AND REPORTING PLAN

### FOLSOM DAM MODIFICATIONS PROJECT – PHASE V SITE RESTORATION AND RELATED MITIGATION ACTIVITIES

#### SACRAMENTO COUNTY, CALIFORNIA

This mitigation monitoring and reporting plan (MMRP) is designed to fulfill Section 21081.6 (a) of the California Public Resources Code (CEQA). Section 21081.6 (a) requires that public agencies adopt a reporting or monitoring program whenever a project or program is approved that includes mitigation measures identified in an environmental document for which the agency makes a finding pursuant to CEQA Section 21081 (a) (1). The mitigation measures and strategies described below and in the attached table are to be used to avoid, minimize, or reduce any potentially significant environmental impacts.

The MMRP table includes the following:

- Section and Impacts – identifies the issue area section of the Supplemental Environmental Assessment/Environmental Impact Report (SEA/EIR) and corresponding impact.
- Mitigation Measures – lists the adopted mitigation measures from the SEA/EIR.
- Implementation Timing – identifies the timing of implementation of the action described in the mitigation measures.
- Responsible for Implementation – identifies the agency/party responsible for implementing the actions described in the mitigation measures.
- Responsible for Monitoring /Reporting Action– identifies the agency/party responsible for monitoring implementation of the actions described in the mitigation measures. Verification will be carried-out during the project and a MMRP completion report will be submitted to the CVFPB upon completion of the project.

**Notes:**

**D:** To be implemented or included as part of project design. Includes pre-project permitting and agency coordination.

**P:** To be implemented prior to construction being initiated (pre-construction), but not part of project design or permitting.

**C:** To be implemented during project construction.

**M:** To be implemented as ongoing maintenance after construction is complete.

**O:** To be implemented as an operational practice after construction is complete.

Section and Impacts	Mitigation Measures	Implementation Timing	Responsible for Mitigation	Responsible for Monitoring/ Reporting Action
<p style="text-align: center;"><b>Aesthetics</b></p> <p>Restoration activities would temporarily affect the local viewshed due to the presence of various construction equipment and supplies, the presence of temporary rip rap stockpiles prior to removal or disposal of the rip rap as well as the changes in topography during the course of construction activities.</p> <p>Rip rap bands would be left along the haul road that would be visible to residents, boaters, and recreational users during times of low reservoir levels (440 to 460). The 460 option would leave more rip rap on the shoreline than the 440 option.</p> <p>The temporary bypass road to be used for the public during the time of removal for the temporary bridge to Folsom point would remain in place after construction as a permanent O&amp;M road for USBR.</p> <p>MIAD East would be used temporarily for disposal of rip rap and fill material.</p> <p>The Dike 7 office complex area would be used as a construction staging and storage area and would install 3 new light poles for security lighting.</p> <p>Rossmoor 14 Acre Mitigation Site would be changed from an open field to an oak woodland.</p>	<p>The following measures would be implemented by construction contractor in order to further reduce any adverse lighting effects to visual resources:</p> <ul style="list-style-type: none"> <li>• Any new lights installed in the Dike 7 office complex area would be equipped with fixture shields that help block light from reaching nearby residential areas to the greatest degree practicable. Any existing pole lights retained at this complex would also be shielded in a similar manner.</li> </ul> <p>The construction activities would be temporary in nature and would not cause any significant impacts. The phase V activities will improve the long term aesthetic/visual resources. Therefore, impacts are considered less-than-significant.</p>	D, C	Contractor/ USACE	CVFPB will verify measure has been implemented.
<p style="text-align: center;"><b>Air Quality</b></p> <p>1) Construction of the proposed action would result in short-term temporary generation of ROG, CO, NOX, PM10, PM2.5, and CO2 emissions from earthwork operations, motor vehicle exhaust</p>	<p>The following subsections address all the Best Management Practices (BMPs) and other mitigation actions that would be implemented to minimize and mitigate air quality impacts. There would be no significant impacts after mitigation.</p>			

Section and Impacts	Mitigation Measures	Implementation Timing	Responsible for Mitigation	Responsible for Monitoring/ Reporting Action
<p>associated with construction equipment, employee commute trips, material transport, material handling, and other construction activities.</p> <p>2) The estimated worst-case annual emissions generated from the Folsom JFP would exceed SMAQMD daily NOx and PM10 thresholds in 2016.</p> <p>3) The use of heavy-duty diesel engines at the project sites could expose nearby residents to diesel particulate matter, a chemical known to the State of California to cause cancer in certain concentrations.</p>	<p><b><u>SMAQMD's Basic Construction Emissions Control Practices</u></b></p> <p>The construction contractor would be required to implement the following basic construction emission control practices:</p> <ul style="list-style-type: none"> <li>• Water all exposed surfaces twice daily. Exposed surfaces include but are not limited to: soil piles, graded areas, unpaved parking areas, staging areas, and access roads.</li> <li>• Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would travel along freeways or major roadways should be covered.</li> <li>• Use wet power vacuum street sweepers to remove any visible trackout mud or dirt from adjacent public roads at least once a day. Use of dry power sweeping is prohibited.</li> <li>• Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).</li> <li>• Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes [required by California Code of Regulations, Title 13, sections 2449(d)(3) and 2485]. Provide clear signage that posts this requirement for workers at the site entrances.</li> <li>• Maintain all construction equipment in proper working condition according to the manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.</li> </ul> <p>In addition, SMAQMD recommends that the project implement a set</p>	D, C	Contractor/ USACE	CVFPB will verify that the Basic Construction Emission Control Practices are being implemented by the contractor.

Section and Impacts	Mitigation Measures	Implementation Timing	Responsible for Mitigation	Responsible for Monitoring/ Reporting Action
	<p>of Enhanced Exhaust Control Practices to further reduction in NOX emissions. The enhanced exhaust control practices that would be implemented by the contractor during construction include the following:</p> <p><b><u>Exhaust Emission Mitigation Measures</u></b></p> <ul style="list-style-type: none"> <li>• Provide a plan for approval by the lead agency and SMAQMD demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, would achieve a project-wide fleet-average 20 percent NOX reduction and 45 percent particulate reduction compared to the most recent California Air Resources Board (ARB) fleet average. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction. The subject plan would be submitted in conjunction with the equipment inventory discussed below.</li> <li>• Submit to the lead agency and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 HP, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory would include the horsepower rating, engine model year, and projected hours of use for each piece of equipment. The inventory would be updated and submitted monthly throughout the duration of the project, except that an inventory would not be required for any 30-day period in which no construction activity occurs.</li> </ul>	P,C	Contractor/ USACE	CVFPB will verify the contractor has coordinated with SMAQMD, USACE, and has submitted all required plans, equipment lists, and summaries.

Section and Impacts	Mitigation Measures	Implementation Timing	Responsible for Mitigation	Responsible for Monitoring/ Reporting Action
	<p>At least 4 business days prior to the use of subject heavy-duty off-road equipment, the contractor would provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. The SMAQMD's Model Equipment List can be used to submit this information.</p> <ul style="list-style-type: none"> <li>• Ensure that emissions from all off-road diesel-powered equipment used on the project site do not exceed 40 percent opacity for more than 3 minutes in any 1 hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) would be repaired immediately. Non-compliant equipment would be documented and a summary provided to the lead agency and SMAQMD monthly. A visual survey of all in-operation equipment would be made at least weekly, and a monthly summary of the visual survey results would be submitted throughout the duration of the project, except that the monthly summary would not be required for any 30-day period in which no construction activity occurs. The monthly summary would include the quantity and type of vehicles surveyed as well as the dates of each survey.</li> <li>• If at the time of construction, SMAQMD has adopted a regulation applicable to construction emissions, compliance with the regulation may completely or partially replace this mitigation. Consultation with the SMAQMD prior to construction would be necessary to make this determination.</li> </ul> <p><b>Fugitive Dust Emission Mitigation Measures</b> The construction contractor would be required to implement the fugitive dust mitigation measures listed below:</p>	D,P,C	Contractor/	The CVFPB will



Section and Impacts	Mitigation Measures	Implementation Timing	Responsible for Mitigation	Responsible for Monitoring/ Reporting Action
	<ul style="list-style-type: none"> <li>• Limit vehicle speeds on unpaved roads to 15 miles per hour.</li> <li>• Water at least every 2 hours of active construction activities or sufficiently often to keep disturbed areas adequately wet.</li> <li>• Remove all visible track-out from a paved public road at any location where vehicles exit the work site. This would be accomplished using wet seeping by a HEPA filter-equipped vacuum device on a daily basis.</li> <li>• Install one or more of the following track-out prevention measures: <ul style="list-style-type: none"> <li>o A gravel pad to clean the tires of exiting vehicles.</li> <li>o A tire shaker.</li> <li>o A wheel wash system</li> <li>o Pavement extending at least 50 feet from the intersection with the paved public road, or</li> <li>o Any other measure(s) as effective as the measures listed above.</li> </ul> </li> <li>• Pre-wet the ground to the depth of anticipated cuts.</li> <li>• Suspend any excavation operations when wind speeds are high enough to result emissions across the property line, despite the application of other dust mitigation measures.</li> </ul> <p><b>Enhanced Fugitive Particulate Matter (PM) Dust Control Practices</b> The construction contractor would be required to implement the following enhanced fugitive PM dust control practices:</p> <p>(1) For Soil Disturbance Areas:</p>	<p>P,D</p>	<p>USACE</p> <p>Contractor/US ACE</p>	<p>verify that the contractor is implementing all Fugitive dust emissions</p> <p>CVFPB will verify all necessary enhanced fugitive</p>



Section and Impacts	Mitigation Measures	Implementation Timing	Responsible for Mitigation	Responsible for Monitoring/ Reporting Action
	<p>contractor would be required to comply with the following:</p> <ul style="list-style-type: none"> <li>Model year 2010 (MY2010) or newer haul trucks would typically be used for the duration of the project. Use of these trucks would provide the best available emission controls for NOx and PM emissions. There could potentially be occasions when the availability of MY2010 or newer haul trucks is limited, thereby forcing the need to use older trucks to meet construction schedule goals. Should a situation like this arise, the construction contractor would first be required to demonstrate that MY2010 or newer trucks are not available in the general project region before the use of older trucks is authorized by USACE.</li> <li>All off-road diesel-powered construction equipment greater than 50 horsepower would meet Tier-4 off road emission standards (reference 40 CFR Part 1039), where available. In addition, if not already supplied with a factory-equipped diesel particulate filter, all construction equipment would be outfitted with Best Available Control Technology (BACT) devices certified by CARB. Any emissions control device used by the construction contractor would achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. In the event that a certain tier engine is not available for any off-road equipment larger than 50 hp, that equipment would be equipped with the next lower tier engine (e.g., if Tier 3 is not available use Tier 2), or an engine that is equipped with retrofit controls to reduce exhaust emissions of NOx and diesel PM to no more than the next available tier, unless certified by engine manufacturers that the use of such devices is not practical for specific engine types. If the construction contractor proposes to use off-road diesel powered construction equipment greater than 50 hp that</li> </ul>		Contractor/US ACE	all additional AQ mitigation measures are being implemented.

Section and Impacts	Mitigation Measures	Implementation Timing	Responsible for Mitigation	Responsible for Monitoring/ Reporting Action
	<p>does not meet Tier-4 off road emissions standards, such usage would first have to be approved by USACE.</p> <ul style="list-style-type: none"> <li>Construction equipment would incorporate emissions-reducing technology such as specific fuel economy standards. Idling would be restricted to a maximum of 5 minutes, except as provided in the CARB 13CCR, Section 2485 exceptions.</li> </ul> <p><b>Off-Site Mitigation Measures</b></p> <p>(1) Mitigation for Emissions Exceeding the SMAQMD NOx Threshold:</p> <p>The construction contractor would provide USACE and SMAQMD with updated and revised air quality emissions estimates prior to beginning project construction activities. If these estimates still indicate that the NOx threshold (e.g. 85 pounds per day of NOx) would still be exceeded despite the use of the mitigation measures and BMPs addressed previously, the contractor would coordinate with SMAQMD to determine the level of any mitigation fees that must be paid. Any remaining emissions over the NOx threshold would be reduced via a mitigation fee payment to SMAQMD. The construction contractor would pay these fees, including associated administrative fees. The cost of reducing one ton of NOx starting July 1, 2015 is \$18,030 per ton of emissions (SMAQMD, 2015).</p> <p>(2) Mitigation for Particulate Matter Emissions Exceeding the SMAQMD Thresholds:</p> <p>The construction contractor would provide USACE and SMAQMD with updated and revised air quality emissions estimates prior to beginning project construction activities. If these estimates still indicate that the PM10 threshold (80 pounds per day) and/or the PM2.5 threshold (82 pounds</p>	P,C	Contractor/ USACE	CVFPB will verify that any required mitigation fees for NOx or PM10 or PM2.5 are being paid in accordance with SMAQMD requirements.

Section and Impacts	Mitigation Measures	Implementation Timing	Responsible for Mitigation	Responsible for Monitoring/ Reporting Action
	<p>per day) would be exceeded despite the use of the mitigation measures and BMPs addressed previously, the contractor would coordinate with SMAQMD to determine the level of mitigation fees, if any, that must be paid. Any remaining emissions over the applicable PM threshold(s) would be reduced via a mitigation fee payment to SMAQMD. The construction contractor would pay these fees, including associated administrative fees. The cost of reducing</p>			
<p>Climate Change</p> <p>1) Construction activities would contribute to short term increases in GHG emissions from onsite construction equipment, offsite worker trips, and minimal long term maintenance (truck trips spread over 3 years).</p>	<p>Air Quality mitigation measures and BMPs would be implemented that help reduce air quality impacts. Many of these actions would also help reduce GHG emissions.</p> <p>In addition to these actions, CO2e emissions at the JFP site would be monitored by CVFPB. If Folsom JFP CO2e emissions exceed 25,000 metric tons of CO2e/year, then feasible mitigation measures would be required to reduce GHG emissions to less-than-significant.</p> <p>The following mitigation measures could be implemented by the Contractor, USACE, and/or CVFPB to further reduce GHG emissions if necessary.</p> <ul style="list-style-type: none"> <li>• Improve fuel efficiency from construction equipment by minimizing idling time either by shutting equipment off when not in use or reducing the time of idling to no more than three minutes (five minute limit is required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.</li> <li>• Maintain all construction equipment in proper working condition according to manufacturer’s specifications. The equipment must be checked by a certified mechanic and</li> </ul>	C	Contractor/ USACE/ CVFPB	CVFPB will monitor emissions and verify all practicable GHG reducing measures are implemented to ensure emissions remain below significance thresholds of 25,000 MTCO2e/year.

Section and Impacts	Mitigation Measures	Implementation Timing	Responsible for Mitigation	Responsible for Monitoring/ Reporting Action
	<p>determined to be running in proper condition before it is operated.</p> <ul style="list-style-type: none"> <li>• Use equipment with new technologies (repowered engines, electric drive trains).</li> <li>• Perform on-site material hauling with trucks equipped with on-road engines (if determined to be less emissive than the off-road engines).</li> <li>• Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes.</li> <li>• Implement a GHG reduction Plan. Feasible mitigation measures within the plan would be implemented if GHG emissions exceed 25,000 metric tons CO2e/year. These measures could include: <ul style="list-style-type: none"> <li>➤ Purchase of low carbon fuel</li> <li>➤ Purchase of CO2 offsets to mitigate GHG emissions to less than 25,000 metric tons CO2e. Potential offsets could be purchased from the following sources: <ul style="list-style-type: none"> <li>○ AB 32 U.S. Forest and Urban Forest Project Resources</li> <li>○ AB 32 Livestock Projects</li> <li>○ AB 32 Ozone Depleting Substances Projects</li> <li>○ AB 32 Urban Forest Projects</li> <li>○ Other-California Based Offsets</li> <li>○ United States Based Offsets</li> <li>○ International Offsets (e.g., clean development mechanisms)</li> <li>○ Funding incentive programs from SMAQMD or supplementing existing programs such as Sacramento Emergency Clean Air Transportation (SECAT) program</li> </ul> </li> </ul> </li> </ul>	C	CVFPB/ USACE	CVFPB will ensure a GHG reduction plan is implemented if required to reduce impacts to less-than-significant levels below 25,000 MTCO2e/year.

Section and Impacts	Mitigation Measures	Implementation Timing	Responsible for Mitigation	Responsible for Monitoring/ Reporting Action
	<p>to obtain GHG reductions</p> <ul style="list-style-type: none"> <li>o Use of low carbon concrete if economically feasible and engineering feasible.</li> </ul>			
<p><b>Cultural Resources</b></p> <p>The proposed action would have no potential adverse effects on cultural resources listed or eligible for listing in the NRHP. Therefore, effects to cultural resources from construction activities are considered less-than-significant.</p>	<p>Should any potentially significant resources be discovered during construction, all ground disturbing activities would cease in the area of discovery, and USACE would take action required by 36 C.F.R. 800.13 (b) "discoveries without prior planning." Data recovery or other mitigation measures such as avoidance and recordation or evaluation of a previously unidentified, could be necessary to mitigate adverse effects to significant cultural resources. With implementation of these mitigation measures, these effects would be less-than-significant</p>	D,C	Contractor/ USACE	<p>If discoveries are made during construction, the CVFPB will verify and coordinate with USACE, State cultural staff, and the appropriate Native tribes to ensure that all appropriate procedures and mitigation measures are implemented to reduce potential impacts to less-than-significant.</p>
<p><b>Fisheries</b></p> <ol style="list-style-type: none"> <li>1) Potential actions within the HRRRA that could contribute erosion into fisheries habitat include excavation, fill, and grading activities, drainage to the reservoir, and removal of rip-rap.</li> <li>2) The stormwater management system employed at the site during construction activities could potentially include pumping some of the stormwater runoff</li> </ol>	<p>The following subsections address all the BMPs and other mitigation actions that would be implemented to minimize and mitigate effects to fish populations and habitat. Additional BMPs could be identified as part of the CGP permits and the Section 401 WQC.</p> <ul style="list-style-type: none"> <li>• Appropriate erosion control measures would be incorporated into the SWPPP by the construction contractor in order to prevent sediment from entering waterways. Examples include, but are not limited to: straw bales/wattles, erosion blankets, silt fencing, silt curtains,</li> </ul>	D,P,C,	Contractor / USACE	<p>CVFPB will verify that all mitigation measures are being implemented.</p>



Section and Impacts	Mitigation Measures	Implementation Timing	Responsible for Mitigation	Responsible for Monitoring/ Reporting Action
<p>to the lake after pre-treatment.</p> <p>3) If the OILD site is used for disposal of rip-rap removed from the HRRRA, such disposal could create turbidity that may adversely affect fish health, mortality, and reproduction. Excessive turbidity in aquatic systems can lead to indirect effects that could impact aquatic species.</p> <p>4) Incidental physical crushing of fish could result from placement (disposal) of the rip-rap.</p> <p>5) Placement of the rip-rap could still crush small numbers of fish that do enter the area. Underwater sound (noise) during the process of disposing rip-rap within the OILD site has the potential to adversely affect fish in the general vicinity of this site. Acoustic noise would result primarily from the placement of the rip-rap and from marine engines if a barge is used to dispose the rip-rap.</p> <p>6) Placement of rip-rap in the OILD site could require the use of barges if the lake water level is too high to allow terrestrial access to the site. If this happens, marine equipment activity poses the risk of oil and fuel spills. Contaminants could include occasional or remote small spills of oil and fuel from operation of barges, support vessels, and gas-powered equipment on-water. An uncontained contaminant spill could cause direct</p>	<p>mulching, revegetation, and temporary covers. Sediment and erosion control measures would be maintained by the contractor during construction at all times. Control measures would be inspected periodically by the construction contractor, particularly during and after significant rain events.</p> <ul style="list-style-type: none"> <li>• A fuels spill management plan would be developed for the project by the construction contractor and would be implemented by the contractor.</li> <li>• Fuels and hazardous materials would not be stored on site. Any spills of hazardous material would be cleaned up immediately by the construction contractor.</li> <li>• Construction vehicles and equipment would be inspected frequently and appropriately maintained by the construction contractor to help prevent dripping of oil, lubricants, or any other fluids.</li> <li>• Construction activities would be scheduled by the contractor to avoid as much of the wet season as practicable. Construction personnel would be trained in storm water pollution prevention practices by the construction contractor.</li> <li>• In areas proposed for revegetation, initiation and completion of revegetation work would be done by the contractor in a timely manner to control erosion.</li> <li>• Implementation and adherence to any additional requirements as mandated by the CGP and the Section 401 WQC. The construction contractor would obtain the CGP while USACE would obtain the Section 401 WQC. The contractor would be responsible for implementing</li> </ul>			

Section and Impacts	Mitigation Measures	Implementation Timing	Responsible for Mitigation	Responsible for Monitoring/ Reporting Action
<p>mortality to fish, particularly in larval stages. Other effects could include long-term contamination of shallow water breeding areas that could affect fish reproduction for years as well as decreased phytoplankton numbers with a subsequent reduction both in fish and forage biomass. The use of barges and other vessels could also pose a risk for the introduction of invasive aquatic species, i.e. quagga mussel (<i>Dreissena bugensis</i>) and zebra mussel (<i>Dreissena polymorpha</i>), into the lake if one or more of the vessels already harbor such species.</p>	<p>requirements set forth in these two permits.</p> <p>If rip-rap removed from the HRRA is disposed at the OILD site, the following additional mitigation measures and BMPs would be followed.</p> <ul style="list-style-type: none"> <li>• If possible, the construction contractor would dispose the rip-rap when the lake water level is sufficiently low to allow access to the OILD site using terrestrial construction equipment (e.g., construction activities “in the dry”).</li> <li>• If barges must be used to transport the rip-rap to this OILD site, barges and support vessels would be decontaminated of invasive species prior to placement in Folsom Lake per approval by CDFW. Prior to placement of construction vessels in the lake, the construction contractor would coordinate with CDFW to discuss the invasive species quagga mussel (<i>Dreissena bugensis</i>) and zebra mussel (<i>Dreissena polymorpha</i>) as well as appropriate decontamination methods and vessel inspections. A decontamination period of up to one month may be required for any vessels originating from infested water bodies.</li> <li>• Speeds would be limited for construction vessels (barges) to 2 knots or less when approaching or operating in the OILD site. Any small support vessels carrying personnel and supplies would be limited to 5 knots.</li> <li>• Silt curtains (floating turbidity curtains/barriers) or other devices (ex. bubble curtains) would be installed by the construction contractor around the OILD site as a method to comply with CVRWQCB Section 401 turbidity thresholds and help exclude fish from the disposal site.</li> </ul>			

Section and Impacts	Mitigation Measures	Implementation Timing	Responsible for Mitigation	Responsible for Monitoring/ Reporting Action
	<ul style="list-style-type: none"> <li>USACE would conduct a monitoring plan to evaluate turbidity effects on fish within the vicinity of the OILD site. Turbidity levels in the limnetic (lighted surface water), profundal (deep part of surface water below the range of effective light penetration), and benthic (lowest level of water body) zones would be monitored as specified by the CVRWQCB. Since turbidity levels must not increase to the point of adversely impacting summer salmon habitat in front of Folsom Dam (lake side of dam), additional monitoring of turbidity levels would be monitored at this location from June through October to ensure turbidity levels do not exceed CVRWQCB thresholds.</li> </ul>			
<p><b>Noise and Vibration</b> Construction equipment used for restoration activities related to the HRRR, and the prison staging area could produce noise levels that potentially violate the city of Folsom’s noise standards during non-exempt noise hours.</p> <p>Generated ground borne vibration from construction equipment is not expected to exceed Caltrans or FTA’s recommended standards and is therefore less-than-significant.</p>	<p>The following measures would be implemented by the Contractor during construction activities in order to further reduce any potential noise effects:</p> <ul style="list-style-type: none"> <li>Appropriate level of sound attenuation would be used during construction to meet local ordinances. Potential sound attenuation measures that could be considered include, but are not limited to, temporary sound barriers near positioned between the sources of construction noise and noise-sensitive receptors, as appropriate.</li> <li>Residents and businesses near the project area would be provided with advance notices of project activities, schedule, anticipated traffic, and potential noise issues. The advance notice would describe the potential noise disruption and the steps that would be taken to minimize the noise.</li> <li>Heavy truck deliveries would be scheduled during exempt working hours and, whenever possible, avoid multiple deliveries during a single hour, especially during non-exempt hours. Haul trucks operating near noise sensitive</li> </ul>	C	Contractor/ USACE	CVFPB will verify mitigation measures are being implemented.

Section and Impacts	Mitigation Measures	Implementation Timing	Responsible for Mitigation	Responsible for Monitoring/ Reporting Action
	<p>receptor sites would be spaced apart to avoid noise effects from simultaneous operation. Engine brake (jake brake) use within city limits would be prohibited. Many noise complaints arise from heavy truck use of engine brakes to slow the truck down. Use of this type of braking can be avoided by proper speed control.</p> <ul style="list-style-type: none"> <li>• The contractor would properly maintain and tune engines of all equipment and maintain properly functioning mufflers on all internal combustion engines to minimize noise levels.</li> <li>• A standard 24-hour hotline for noise complaints would be maintained.</li> <li>• If the contractor is authorized to conduct construction activities within the HRRRA and/or within the MIAD East disposal site during hours that are not exempt from the City of Folsom exterior noise standards, the contractor would perform continuous noise level monitoring while any construction is occurring during these non-exempt hours. This monitoring would be performed along the southern boundary of the MIAD West Area, along the southern and eastern boundaries of the Dike 7 Area, and along the southern boundary of the MIAD East Disposal Area, assuming the MIAD East Area is used as a disposal site. USACE would require the contractor to cease construction work during the non-exempt work hours if monitoring shows the applicable City of Folsom exterior noise standards are violated. Such work would only be allowed to resume if the contractor takes steps to ensure further work will not exceed the noise standards.</li> </ul>			

Section and Impacts	Mitigation Measures	Implementation Timing	Responsible for Mitigation	Responsible for Monitoring/ Reporting Action
<p style="text-align: center;">Recreation</p> <p>1) Construction activities proposed within the HRRRA could temporarily affect the efficiency of public access to the <i>Folsom Lake State Recreation Area</i>, within the Rossmoor Bar Park(a County park in the city of Rancho Cordova), and within a portion of the Class I bike path that runs along the north side of Folsom Lake Crossing.</p> <p>2) Recreational fishing access within and immediately adjacent to the OILD site would be restricted if this site is used for the disposal of rip-rap removed from the HRRRA.</p> <p>3) If the OILD site is used for the disposal of rip-rap, those portions of the site where rip-rap is placed could also pose a limited safety hazard to vessels traversing the area following completion of the Phase V construction activities.</p> <p>4) Guardrail construction would temporarily limit recreational use of the bike path to one lane.</p>	<p>The following measures would be taken to keep the public informed of the project and reduce adverse effects on recreational activities. With the implementation of these measures, any effects to recreation would be considered less-than-significant.</p> <ul style="list-style-type: none"> <li>• To ensure public safety, warning signs and signs restricting access would be posted by the construction contractor before and during construction, as necessary.</li> <li>• Public outreach would be conducted by USACE through mailings, posting signs, coordination with interested groups, and meetings, if necessary, in order to provide information regarding changes to recreational access in and around Folsom Point.</li> <li>• Appropriate traffic safety measures would be employed by the construction contractor during installation of the guardrails and during HRRRA construction activities.</li> <li>• The construction contractor would install hazard buoys in Folsom Lake parallel to the rip-rap bands that would be left within the lake adjacent to the northern side of the HRRRA.</li> <li>• If the OILD site is used for rip-rap disposal, the construction contractor would install hazard buoys around areas containing disposed rip-rap.</li> </ul>	D,C	Contractor/ USACE	CVFPB will verify mitigation measures are being implemented
<p style="text-align: center;">Special Status Species</p> <p>1) Implementation of the Folsom JFP site restoration measures and the Rossmoor 14-Acre mitigation site (oak woodland restoration/mitigation) could result in direct and indirect impacts to Swainson's hawk, Cooper's hawk, and white-tailed kite at both</p>	<p><b>Valley Elderberry Longhorn Beetle</b>  Formal consultation under Section 7 of the Endangered Species Act was initiated with the USFWS to assess potential impacts and required compensation (see Appendix E). USFWS issued the biological opinion for the proposed project on April 22, 2015 (see Appendix E) and determined that, while the proposed project would result in</p>	D, C	Contractor/ USACE	CVFPB will verify that mitigation measures are being implemented.

Section and Impacts	Mitigation Measures	Implementation Timing	Responsible for Mitigation	Responsible for Monitoring/ Reporting Action
<p>project areas.</p> <p>2) The project could directly affect the habitat (elderberry shrubs) of the federally-listed valley elderberry longhorn beetle at the Folsom JFP project area. The project could also adversely affect various nesting migratory birds at the Folsom JFP project area.</p>	<p>additional impacts to the VELB, it would not jeopardize the continued existence of the VELB. To minimize potential take of the VELB, the following measures taken from the USFWS “Conservation Guidelines for the Valley Elderberry Longhorn Beetle,” July 1999 would be incorporated into the project:</p> <ul style="list-style-type: none"> <li>• Dust suppression measures would be used.</li> <li>• Construction representatives and contractor personnel would be given awareness training relating to the beetle and its habitat.</li> <li>• USACE would purchase 6 conservation credits from a USFWS-approved conservation bank that is authorized to provide VELB mitigation and whose service area encompasses the proposed HRRRA. USACE would also contract with the same conservation bank to remove the 11 elderberry shrubs threatened by HRRRA construction for the project site and transplant these shrubs within the conservation bank.</li> <li>• Disturbed areas within the HRRRA would be reseeded with native grasses and forbs.</li> <li>• Other measures identified within the USFWS biological opinion provided in Appendix E.</li> </ul> <p>The implementation of these mitigation measures would reduce impacts to the VELB and its’ habitat to a level less-than- significant.</p> <p><b>Swainson’s Hawk, Cooper’s Hawk, and White-tailed Kite</b>  If it is not feasible for construction to occur outside nesting periods for Cooper’s hawk (March through August) and white-tailed kite (February through September), a qualified biologist would survey the</p>			

Section and Impacts	Mitigation Measures	Implementation Timing	Responsible for Mitigation	Responsible for Monitoring/ Reporting Action
	<p>project areas and areas within 0.5 mile of the project prior to initiation of construction. If the survey determines that a nesting pair is present, USACE would coordinate with the California Department of Fish and Wildlife, and the proper avoidance and minimization measures would be implemented Focused surveys for Swainson’s hawk nests would be conducted during the nesting season (February 1 to August 31) to identify active nests within 0.25 mile of the project sites. These surveys would be conducted no less than 14 days and no more than 30 days prior to the beginning of construction. If nesting Swainson’s hawks are found within 0.25 mile of a particular project site, no construction would occur at that site during the active nesting season, or until the young have fledged, unless otherwise negotiated with the CDFW. If any work at a particular project site is begun and completed between September 1 and January 31, no surveys for Swainson’s hawk nests would be performed for that site. It is highly unlikely that any active nests would be established during this period. Since pre-construction surveys for nests constructed by a variety of bird species (the listed species mentioned as well as migratory bird species) would be performed anyway, these surveys would help ensure no active Swainson’s hawk nests remain at the project site.</p> <p>The implementation of these mitigation measures would reduce the effects on the Swainson’s hawk, Cooper’s hawk, and White-tailed kite to less-than-significant.</p> <p><b>Actively Nesting Migratory Birds</b> As discussed above, certain migratory birds have been documented nesting under the Folsom Point Bridge within the HRRRA. USACE and the construction contractor would follow the mitigation measures previously described to reduce the project effects on migratory birds nesting beneath this bridge to less-than-significant. These measures include:</p> <ul style="list-style-type: none"> <li>• A preconstruction survey by a USACE biologist to locate and determine the activity of bird nests.</li> </ul>			

Section and Impacts	Mitigation Measures	Implementation Timing	Responsible for Mitigation	Responsible for Monitoring/ Reporting Action
	<ul style="list-style-type: none"> <li>• Removal of inactive nests during the non-nesting season, followed by installation of bird exclusion barriers on the underside of the bridge and along the bridge abutments to prevent new nesting.</li> <li>• Coordinating with regulatory staff from the USFWS and CDFW.</li> <li>• Following any avoidance and minimization measures pertaining to migratory birds that are specified within the USFWS CAR or are recommended by CDFW.</li> </ul> <p>In addition, mitigation measures implemented in the “Vegetation and Wildlife” section to avoid and minimize impacts to nesting migratory birds would be implemented.</p>			
<p>Topography and Soils</p> <p>Construction work within the HRRRA would result in substantial soil disturbance until construction activities are completed. Disturbed areas would be subject to erosion by wind and rainfall events.</p>	<p>Since there would be no significant effects to topography or soils, no mitigation would be required. However, the standard BMPs would be implemented by the contractor or by USACE to avoid or minimize any effects of potential erosion. Implementation of these BMPs would ensure that effects from erosion would remain at less-than-significant levels. Standard BMPs would include, but would not necessarily be limited to:</p> <ul style="list-style-type: none"> <li>• Appropriate erosion control measures would be incorporated into the SWPPP in order to prevent sediment from entering waterways. The contractor would use a water truck or other appropriate measures to control fugitive dust on haul roads, construction areas, and stockpiles.</li> <li>• Construction activities that would involve topographic alterations and soil disturbance would be scheduled to avoid as much of the wet season as possible.</li> </ul>	C	Contractor/ USACE	CVFPB will verify that BMPs and avoidance or minimization measures are being implemented.



Section and Impacts	Mitigation Measures	Implementation Timing	Responsible for Mitigation	Responsible for Monitoring/ Reporting Action
	<ul style="list-style-type: none"> <li>Disturbed areas slated for revegetation would be planted with native grass and forb seeds in a timely manner to control erosion.</li> <li>Geotextile fabric would surround rip-rap that would be used to create a stormwater drainage feature beneath a segment of the proposed O&amp;M Bench situated in the Dike 7 Area (see Section 2.3.1). This material would help filter sediments contained in stormwater flowing through the drainage feature.</li> </ul>			
<p style="text-align: center;">Traffic</p> <p>1) Potential effects on traffic could occur at the Folsom JFP project area in the city of Folsom and at a mitigation site located within the Rossmoor Bar Park in Rancho Cordova. Traffic generated by the proposed action would result in growth in two categories: labor force accessing the project site on a daily basis, and truck trips from deliveries of fuel and/or materials.</p> <p>The labor force is estimated to consist of 20 to 30 workers would be on-site each day during construction who would access the area via regional and local roadways, and park their vehicles at the staging areas. Major construction activities would be completed in approximately 7 to 8 months.</p> <p>2) Once the temporary bypass road is built within the HRRR, construction equipment and vehicles traveling on the proposed O&amp;M Bench would occasionally have to cross the bypass road being used by vehicles travelling to or exiting from Folsom Point.</p>	<p>The construction contractor for the JFP restoration sites would submit a traffic safety and management plan. Elements of the plan would include, but are not necessarily limited to, the following:</p> <ul style="list-style-type: none"> <li>Outline of proposed routes for approval by appropriate agencies, with implementation of the plan prior to initiation of construction.</li> <li>Description of how drivers would be informed and trained on the various types of haul routes, and areas that are more sensitive (e.g., high level of residential or education centers, or narrow roadways).</li> <li>Provisions for the use of flaggers and/or signage to safely direct traffic through construction work zones.</li> <li>A truck trip schedule that shows, to the extent feasible and as needed, methods to avoid adverse impacts on traffic flow, by scheduling truck trips outside of peak morning and evening commute hours.</li> <li>Plans to limit lane closures on public roadways during peak traffic hours to the extent possible.</li> </ul>	D, C	Contractor/ USACE	CVFPB will verify the contractor has an approved traffic management plan prior to construction and that all mitigation measures are implemented.

Section and Impacts	Mitigation Measures	Implementation Timing	Responsible for Mitigation	Responsible for Monitoring/ Reporting Action
<p>3) During the installation of the guardrail, temporary closure of the northern (west bound) lane of Folsom Lake Crossing and the southern (east bound) lane of the bike trail on the north side of the road would be required to allow construction access and for public safety.</p> <p>Installation of the guardrails would temporarily disrupt the flow of traffic on Folsom Lake Crossing near the construction zones and would increase travel times for vehicles using this segment of the roadway. It would also temporarily disrupt the flow of pedestrian and bike traffic on the bike path.</p> <p>4) Access to and from Rossmoor Bar 14-acre mitigation site for construction-related vehicles would be via local roadways, including Coloma Road and Rossmoor Drive. These vehicles would include relatively small construction equipment, trucks, and worker vehicles. The initial construction activities necessary to establish the mitigation site would take approximately two to four months to complete and would include 3 to 4 worker vehicle trips each day, with approximately six additional trips to deliver vegetation to be planted.</p>	<ul style="list-style-type: none"> <li>The construction contractor would develop and use signs to inform the public of the haul routes, route changes, detours, and planned road closures to minimize traffic congestion and ensure public safety.</li> </ul> <p>By implementing the traffic safety and management plan, impacts to traffic resulting from the proposed project activities are considered less-than-significant.</p>			
<p>Vegetation and Wildlife</p> <p>1) Potential effects to vegetation and wildlife could occur at the HRRR, and at the Rossmoor 14-acre mitigation site.</p> <p>2) Disposal and related earthwork activities at the MIAD East area could have minimal effects to</p>	<p>USACE requested supplemental coordination with USFWS pursuant to the Fish and Wildlife Coordination Act (FWCA) in order to address the proposed project. In response, the USFWS prepared a supplemental Fish and Wildlife Coordination Act Report (CAR) addressing the proposed activities. A copy of this draft CAR, dated April 28, 2015, is provided in Appendix F. This CAR included various recommendations to help avoid, minimize, and mitigate potential</p>	<p>P, C, M</p>	<p>Contractor/ USACE</p>	<p>CVFPB will verify that mitigation measures are implemented.</p>

Section and Impacts	Mitigation Measures	Implementation Timing	Responsible for Mitigation	Responsible for Monitoring/ Reporting Action
<p>vegetation and wildlife. Disposal activities at the OILD site could affect fish and other aquatic organisms,</p> <p>3) Earthwork activities (excavation, filling, grading) necessary to achieve the desired topography in the HRRRA would impact a few relatively undisturbed areas within the boundaries of the HRRRA.</p> <p>4) It is possible, however, that a few animals (if any) that use burrows in these areas and some slow-moving animals that do not flee the areas at the onset of construction could be injured or killed by the earthwork activities. Similarly, any animals using the many areas of rip-rap within the HRRRA for cover could be harmed or killed when this rip-rap is removed as part of the HRRRA construction work.</p> <p>5) The proposed construction activities within the HRRRA would include removing rip-rap along the north side of the existing haul road and both excavation and fill in some locations along the north side of this haul road. Some of this work would occur below the ordinary high water elevation of Folsom Lake and would thus impact jurisdictional Waters of the United States (WOUS).</p> <p>6) Under both options, only approximately 0.1 acre of WOUS would be converted to non-jurisdictional uplands.</p> <p>7) Relatively lengthy bands of rip-rap would</p>	<p>adverse impacts of the proposed action.</p> <p>The following measures would be implemented to help avoid and minimize potentially significant effects associated with the proposed project. These measures incorporate many of the recommendations set forth in the aforementioned CAR, with some modifications to the recommendations.</p> <ul style="list-style-type: none"> <li>• Impacts to oak woodlands located outside, but in close proximity to, the project sites would be avoided by installing temporary orange construction fencing or cyclone fencing just outside the dripline of native woody vegetation.</li> <li>• Impacts to native trees and shrubs would be avoided to the extent practicable. Any native trees or shrubs removed with a diameter at breast height of 2 inches or greater would be replaced with container plantings so that the combined diameter of the container plantings is equal to the combined diameter of the trees removed. The planting site(s) would be protected in perpetuity. The replacement plantings would be monitored for at least 5 years or until they are determined to be established and self-sustaining. Such mitigation for project impacts to native trees and shrubs would not apply to trees and shrubs that have re-colonized areas within the HRRRA that were previously disturbed to establish the interior haul road, the Dike 7 stockpile area, the Dike 8 disposal area, and the MIAD West staging area.</li> <li>• Any necessary trimming of native trees or shrubs would be supervised and/or conducted by a certified arborist in order to minimize the trimming impacts.</li> <li>• Impacts to migratory birds nesting in trees within or</li> </ul>			

Section and Impacts	Mitigation Measures	Implementation Timing	Responsible for Mitigation	Responsible for Monitoring/ Reporting Action
<p>remain along the lake shoreline adjacent to the north side of the HRRRA. When the water level in Folsom Lake is low, the presence of this rip-rap could make it difficult for certain wildlife species (ex.,deer, rabbits, raccoons, coyote, etc.) to access the lake.</p> <p>8) Disposal of rip-rap within the disposal site would thus eliminate this ground cover underlying the approximately 6.5 to 8-acre footprint of the resultant rip-rap field.</p> <p>9) Under this scenario, disposal of rip-rap would also eliminate ground cover established after completion of Phase IV disposal activities, although this effect would similarly be limited to the area occupied by the rip-rap field.</p> <p>10) If the OILD site is used for disposal of rip-rap removed from the HRRRA, disposal activities would result in short term, but less-than-significant, impacts to fish, other aquatic organisms, and fisheries habitat. These impacts are addressed in Section 3.3.9 and Appendix G. The disposal impacts would also result in temporary impacts to jurisdictional WOVS (e.g., Folsom Lake).</p> <p>11) The proposed mitigation activities at the Rossmoor 14-acre mitigation site would change vegetation at this site from disturbed grassland to oak woodland. The perimeter deer fence would temporarily exclude most wildlife other than birds and perhaps very small mammals from the site.</p>	<p>adjacent to the restoration sites and the Rossmoor 14-acre mitigation site would avoided by conducting pre-construction surveys for active nests, unless construction work would take place in the non-nesting season. Work activity around any documented active nests would be avoided until the young occupying the nests have fledged.</p> <ul style="list-style-type: none"> <li>• As described in Section 3.3.7 (special status species), existing bird nests beneath the Folsom Point Bridge would be removed during the non-nesting season. Following nest removal, bird exclusion barriers would be installed on the underside of the bridge and along gaps along the bridge abutments to prevent new nesting.</li> <li>• As discussed in Sections 2.3.1 and 2.3.4 (Project description), the HRRRA, portions of the Prison Staging Area, and the Rossmoor 14-acre mitigation site would be revegetated following completion of construction activities.</li> <li>• Future potential secondary impacts to the HRRRA would be avoided by ensuring fill material used within the HRRRA is free of contaminants.</li> <li>• Various Best Management Practices discussed in Section 3.3.12 (Water Quality) would be employed during HRRRA construction activities to help minimize impacts to Waters of the United States. The long-term effects of the proposed project to vegetation and wildlife would be beneficial.</li> </ul> <p>Through implementation of the measures outlined above, the short-term impacts of the project would have a less-than-significant effect on vegetation and wildlife.</p>			

Section and Impacts	Mitigation Measures	Implementation Timing	Responsible for Mitigation	Responsible for Monitoring/ Reporting Action
<p>12) Overall, the proposed project would result in limited short term impacts to wildlife habitat and extremely minor areas of natural plant communities but it would not result in the substantial loss, degradation, or fragmentation of natural communities or wildlife habitats.</p> <p>13) While there would be short term adverse impacts to jurisdictional WOUS, existing aquatic functions and values in the affected WOUS would not be reduced in the long term.</p>				
<p>Water Quality and Waters of the United States</p> <p>Restoration activities have the potential to temporarily increase erosion and turbidity during construction. There is a potential for introduction of contaminants into surface waters during construction via accidental spills/releases of fuels and oils. If OILD site is used for rip-rap disposal, there is the potential for temporary mobilization of sediments affecting turbidity, dissolved oxygen, pH, and water temperature, plus potential for release of various metals including mercury. Restoration activities would have a temporary direct impacts to anywhere from 2.8 acres to 3.6 acres of jurisdictional WOUS (Folsom Lake) by rip-rap removal and earthwork in HRRRA. A permanent direct impact to 0.1 acre of jurisdictional WOUS (Folsom Lake) in the HRRRA that would occur due to conversion to upland. However, 0.5 acre of jurisdictional WOUS (extension of Folsom Lake) would be restored within the HRRRA as part of the grading activities. If the OILD site is used for rip-rap disposal, temporary direct impacts to roughly 3 acres of WOUS (Folsom Lake).</p>	<p>The following standard BMPs would be implemented to avoid or minimize any effects of construction. Additional BMPs could be identified as part of the Construction General Permits (CGPs) and the Section 401 WQC discussed above. Implementation of these BMPs would help ensure that effects on water quality and WOUS would remain at less-than-significant levels. Standard BMPs include:</p> <ul style="list-style-type: none"> <li>• Appropriate erosion control measures would be incorporated into the SWPPP by the construction contractor in order to prevent sediment from entering waterways and to minimize temporary turbidity impacts. Examples include, but are not limited to: straw bales/wattles, erosion blankets, silt fencing, silt curtains, mulching, revegetation, and temporary covers. Sediment and erosion control measures would be maintained by the contractor during construction at all times. Control measures would be inspected periodically by the construction contractor, particularly during and after significant rain events.</li> <li>• The contractor would use a water truck or other appropriate measures to control fugitive dust on haul</li> </ul>	D,P,C, M	Contractor / USACE	CVFPB will verify that all permits are obtained and that all appropriate BMPs and mitigation measures are being implemented by the contractor.

Section and Impacts	Mitigation Measures	Implementation Timing	Responsible for Mitigation	Responsible for Monitoring/ Reporting Action
	<p>roads, construction areas, and stockpiles.</p> <ul style="list-style-type: none"> <li>• A fuels spill management plan would be developed for the project by the construction contractor and would be implemented by the contractor.</li> <li>• Construction equipment and vehicles would be fueled and maintained in specified staging areas only, which would be designed to capture potential spills. These areas cannot be near any ditch, stream, or other body of water or feature that may convey water to a nearby body of water.</li> <li>• Fuels and hazardous materials would not be stored on site. Any spills of hazardous material would be cleaned up immediately by the construction contractor.</li> <li>• Construction vehicles and equipment would be inspected frequently and appropriately maintained by the construction contractor to help prevent dripping of oil, lubricants, or any other fluids.</li> <li>• Construction activities would be scheduled by the contractor to avoid as much of the wet season as practicable. Construction personnel would be trained in storm water pollution prevention practices by the construction contractor.</li> <li>• In areas proposed for revegetation, initiation and completion of revegetation work would be done by the contractor in a timely manner to control erosion.</li> <li>• Excavation work in WOUS proposed as part of the HRRRA construction activities would be performed when the water level in Folsom Lake is below the limits of the excavation areas if this is feasible without jeopardizing the project</li> </ul>			

# ***ATTACHMENT D***

## ***Statement of Findings***

**STATEMENT OF FINDINGS FOR THE  
FOLSOM DAM MODIFICATIONS PROJECT–  
PHASE V SITE RESTORATION AND RELATED MITIGATION ACTIVITIES  
FOLSOM, CALIFORNIA**

## **Project Description**

The U.S. Army Corps of Engineers (USACE), U.S. Bureau of Reclamation (USBR), Central Valley Flood Protection Board (CVFPB), and the Sacramento Area Flood Control Agency (SAFCA) propose to implement design refinements to the Folsom Joint Federal Project (JFP), previously addressed in the Final Environmental Impact Statement/Environmental Impact Report of the Folsom Dam Safety and Flood Damage Reduction Project (2007 FEIS/EIR). The Folsom JFP is designed to improve the dam safety, security, and flood damage reduction features at Folsom Dam and associated facilities, including construction of a gated auxiliary spillway southeast of the main dam. Operation of this spillway would increase water discharge capability from the reservoir and help to provide a 200-year level of flood protection to the Sacramento area.

These Findings address the potential significant impacts and mitigation measures discussed in the Supplemental Environmental Assessment/Environmental Impact Report Folsom Dam Modifications Project – Phase V Site Restoration and Related Mitigation Activities (2016 SEA/EIR). The proposed action includes: 1) Site restoration activities encompassing an interior haul road, the Dike 7 stockpile area, the Dike 8 disposal area, and the Mormon Island Auxiliary Dam (MIAD) West staging area; 2) the use of the Dike 7 Office Complex for staging and storage, 3) restoration of the Prison Staging Area; 4) construction of guardrails along a segment of Folsom Lake Crossing; 5) removal of the temporary Folsom Point access bridge; 6) establishment of an oak woodland mitigation site; and 7) fish restocking in Folsom Lake.

## **Findings**

Central Valley Flood Protection Board in its capacity as lead agency CEQA makes the following Findings (CEQA Guidelines §15091):

- Changes and alterations have been required and incorporated into the JFP, which avoid or substantially lessen the potentially significant environmental impacts as identified in the final SEA/EIR.

The custodian of the CEQA record for the CVFPB is its Executive Officer, Leslie Gallagher, at the Central Valley Flood Protection Board Offices at 3310 El Camino Avenue, Room 151, Sacramento, California 95821



## Statement of Facts

### *Aesthetics*

Restoration activities would be significant if emissions would:

- Have a substantial adverse effect on a scenic vista
- Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings
- Substantially degrade the existing visual character or quality of the site and its surroundings
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area

Impact – Restoration activities would temporarily affect the local viewshed due to the presence of various construction equipment and supplies, the presence of temporary rip rap stockpiles prior to removal or disposal of the rip rap as well as the changes in topography during the course of construction activities.

Restoration activities include: 1) Leaving rip rap bands along the haul road that would be visible to residents, boaters, and recreational users during times of low reservoir levels (440 to 460 feet elevation). The 460 option would leave more rip rap on the shoreline than the 440 option.

2) The temporary bypass road to be used for the public during the time of removal for the temporary bridge to Folsom point would remain in place after construction as a permanent O&M road for USBR.

3) MIAD East would be used temporarily for disposal of rip rap and fill material.

4) The Dike 7 office complex area would be used as a construction staging and storage area and would install 3 new light poles for security lighting; and

5) Rossmoor 14 Acre Mitigation Site would be changed from an open field to an oak woodland.

Finding – For the reasons stated within the 2016 SEA/EIR, CVFPB finds that impacts would be considered less-than-significant and that the project as restored will improve aesthetics.

The visibility of the rip rap bands would be dependent upon lake levels during both post-construction and during restoration activities because the rip rap would be excavated in the dry. If lake levels are low, it is possible to excavate rip rap down to 440 feet elevation which would remove more of the rip rap than the 460 feet elevation. The project area shoreline comprises only .4 to .6 percent of the total shoreline at Folsom reservoir which is not a considered a significant amount.

The temporary bypass road would be used during the removal of the temporary bridge built to allow public access to the Folsom Point.

After the bridge is removed, and restoration of the road is completed, the temporary bypass road would remain in place for USBR to conduct Operation and Maintenance (O&M) activities for Dike 8. The road would be partially visible to recreational users of Folsom Point as well as residents above Dike 8. Considering the road was used previously during installation of the bridge and is heavily disturbed, and due to the low visibility to the public, the roadway would not adversely affect the existing viewshed and thus be considered less-than-significant.

MIAD east could be used for the temporary disposal of rip rap. The rip rap would be stored until the proper environmental documentation has been prepared to allow for use in another project. Due to the rip rap disposal being temporarily stored, impacts on aesthetics would be considered less-than-significant.

The Dike 7 office complex area has been used for staging for previous phases of the JFP, most recently for Phase 3. Lights already exist on the site, and there is the need for installation of up to 3 additional light poles. To minimize the effects of lighting on the public, the lights would be shielded to block light from reaching nearby residential areas. In addition, the use of the complex area is consistent with prior uses and would not change the viewshed or scenic vista.

Mitigation at Rossmoor bar would restore 14 acres of open field to oak woodland. While aesthetic impacts are subjective per individual, the restoration of the site to oak woodlands would blend in with adjacent mitigation as well as the natural habitat of the area creating a wildlife corridor that fits in with the surrounding area. A fence to be installed for exclusion of deer will remain temporarily in the future until after establishment of the site. Due to the temporary nature of the restoration activities as well as the beneficial effects for the public, visual impacts are considered less-than-significant.

### *Air Quality*

Restoration activities would be significant if emissions would:

- Violate any air quality standards,
- Expose sensitive receptors to substantial pollutant concentrations,
- Not conform to applicable federal and state standards, and local thresholds on a long term basis, or
- Create objectionable odors affecting a substantial number of people

Impact – Restoration activities of the proposed action would result in short-term temporary generation of Reactive Organic Gases (ROGs), Carbon Monoxide (CO), Nitrogen Oxides (NO<sub>x</sub>), Particulate Matter 10(PM<sub>10</sub>), Particulate Matter 2.5 (PM<sub>2.5</sub>), and Carbon Dioxide (CO<sub>2</sub>) emissions from earthwork operations, motor vehicle exhaust associated with construction equipment, employee commute trips, material transport, material handling, and other construction activities. The emissions would be considered significant if they would violate the Federal General Conformity *de minimis* annual thresholds or the Sacramento Metropolitan Air Quality Management District's (SMAQMD) CEQA NO<sub>x</sub> or PM<sub>10</sub> or PM 2.5 thresholds daily threshold. The estimated worst-case annual emissions generated from the Folsom JFP would exceed SMAQMD daily NO<sub>x</sub> and PM<sub>10</sub> thresholds in 2016.

Finding – For the reasons stated within the 2016 SEA/EIR, CVFPB finds that air quality emissions will be reduced to less-than-significant with mitigation. Emissions will be mitigated by the contractor through implementation of SMAQMD recommended Basic Construction Emission Control Practices as Best Management Practice (BMPs), SMAQMD recommended Enhanced Exhaust Control Practices, Fugitive dust emission mitigation measures, and Enhanced Fugitive Particulate Matter (PM) Dust Control Practices.

Model Year 2010 or newer haul trucks and Tier 4 off-road diesel equipment greater than 50HP would be used unless the equipment is not available. If daily emissions for NOx exceed SMAQMD's daily thresholds, then off-site mitigation could be implemented. This would result in the payment of a mitigation fee to SMAQMD. If PM10 or PM2.5 emissions exceed SMAQMD daily and yearly thresholds after all other mitigation measures are implemented, then a payment to SMAQMD to implement off-site mitigation would be conducted. As a result of mitigation, potential impacts to air quality from construction activities are considered less-than-significant. A list of mitigation measures can be found in the Mitigation Monitoring and Reporting Plan (MMRP), and 2016 SEA/EIR.

Impact – The use of heavy-duty diesel engines at the project sites could expose nearby residents to diesel particulate matter, a chemical known to the State of California to cause cancer in certain concentrations.

Finding - Due to the relatively short-term exposure, nearby residents would not be exposed to substantial pollutant concentration. Because sensitive receptors would not be exposed to substantial pollutants, the effect would be less-than-significant.

### *Climate Change*

Restoration activities would be significant if construction emissions would:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of Greenhouse Gases (GHGs).

The following significance criteria will be used to determine the significance of GHG emissions from the restoration activities:

- If the relative amounts of GHG emissions resulting from implementation of the proposed project are substantial compared to emissions major facilities are required to report (25,000 metric tons CO<sub>2</sub>e per year).
- If the proposed project has the potential to contribute to a substantially lower carbon future.

Impact – Restoration activities will result in a net increase of GHG emissions from the use of onsite construction equipment, offsite worker trips, and minimal long term maintenance (truck trips spread over 3 years). Net emissions for the JFP are not expected to exceed the annual threshold of 25,000 Metric Tons CO<sub>2</sub> equivalents per year (MTCO<sub>2</sub>e/year).

Finding – For the reasons stated within the 2016 SEA/EIR, CVFPB finds that GHG emissions generated from construction activities will be less-than-significant.

To ensure compliance with GHG thresholds, the State will monitor GHG emissions. If GHG emissions exceed the threshold, then a GHG mitigation plan will be developed and implemented. The GHG mitigation plan would consist of feasible mitigation measures to reduce impacts to less than 25,000 MTCO<sub>2</sub>e through the purchase of CO<sub>2</sub> offsets.

In addition, construction emissions are considered short-term except for truck trips related to periodic maintenance of the site.

The Project will prevent extra carbon production from the demolition, repair and reconstruction of flood induced infrastructure losses associated with a catastrophic flood event. The short term construction emissions are expected to be minimal when averaged over the life span of the Folsom JFP and compared to the carbon production avoided by preventing catastrophic flooding. Restoration activities at Rossmoor Bar Park will also uptake CO<sub>2</sub> emissions that could reduce some of the GHG emissions from restoration activities.

With implementation of mitigation measures, BMPs, long term avoidance of catastrophic flooding from the use of the JFP, and restoration at Rossmoor Bar Park, the project would contribute to a lower carbon future. By contributing to a lower carbon future, the Folsom JFP is expected to remain consistent with applicable GHG reduction plans, policies, or regulations. Therefore, GHG emissions from restoration activities, inclusive of the overall Folsom JFP project, will be less-than-significant. A list of potential feasible mitigation measures are listed in the MMRP and the 2016 SEA/EIR.

### *Cultural Resources*

Restoration activities would be significant if construction activities would adversely affect cultural resources that are listed in or eligible for listing in the National Register of Historic Places (NRHP). Effects are considered to be adverse if they alter, directly or indirectly, any of the characteristics of a cultural resource that qualify that resource for the NRHP so that the integrity of the resource's location, design, setting, materials, workmanship, feeling, or association is diminished. The criteria for a resource to be listed in the NRHP (36 C.F.R. 60.4) are listed below:

- That are associated with events that have made a significant contribution to the broad patterns of our history; or
- That are associated with the lives of persons significant in our past; or

- That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- That have yielded, or may be likely to yield, information important in prehistory or history.

Any substantial adverse effects on Indian Trust Asset's (ITAs) or Indian Sacred Sites would also be considered significant. The term "cultural resources" as used in this SEA/EIR includes ITAs and Indian Sacred Sites, cultural resources that are listed in or eligible for listing in the NRHP, as well as historic resources and unique archaeological resources as defined under CEQA.

#### Impact – No Impact

Finding – There are no potential adverse effects on cultural resources listed or eligible for listing in the NRHP. Eligible resources are either located outside the Area of Potential Effects or would be avoided, and would not be altered directly or indirectly by the restoration activities. Therefore, effects to cultural resources from construction activities are considered less-than-significant.

Additionally, should any potentially significant resources be discovered during construction, all ground disturbing activities would cease in the area of discovery, and USACE would take action required by 36 C.F.R. 800.13 (b) "discoveries without prior planning." Data recovery or other mitigation measures such as avoidance and recordation or evaluation of a previously unidentified, could be necessary to mitigate adverse effects to significant cultural resources. With implementation of these mitigation measures, these effects would be less-than-significant.

#### *Fisheries*

An impact on fisheries would be considered to be significant if restoration activities would result in any of the following:

- Substantially reduce or curtail game fish populations for recreational fishing, reducing the availability or quality of existing angler opportunities;
- Substantially change the diversity or numbers of any aquatic community or species, or interfere with the survival, growth, or reproduction, of affected populations;
- Cause substantial deterioration or adverse alteration of existing fish habitat. Substantial is qualified as long term effects that can be verified by repeated measurement or includes habitat designated as "Critical Habitat" by NFMS;
- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the CDFW, NMFS, or USFWS;

- Introduce nonnative and invasive aquatic species.

Impact – Restoration activities have the potential to directly and indirectly effect fisheries habitat. Potential activities within the Haul Road Restoration Area (HRRA) could contribute to erosion into fisheries habitat including excavation, fill, and grading activities, drainage to the reservoir, and removal of rip-rap.

Impact – The stormwater management system employed at the site during construction activities could potentially include pumping some of the stormwater runoff to the lake after pre-treatment.

Impact – If the Overlook In-Lake Disposal (OILD) site is used for disposal of rip-rap removed from the HRRA, such disposal could create turbidity that may adversely affect fish health, mortality, and reproduction. Excessive turbidity in aquatic systems can lead to indirect effects that could impact aquatic species.

Impact – Incidental physical crushing of fish could result from placement (disposal) of the rip-rap at the OILD site.

Impact – Underwater sound (noise) during the process of disposing rip-rap within the OILD site has the potential to adversely affect fish in the general vicinity of this site. Acoustic noise would result primarily from the placement of the rip-rap and from marine engines if a barge is used to dispose the rip-rap.

Impact – Placement of rip-rap in the OILD site could require the use of barges if the lake water level is too high to allow terrestrial access to the site. If this happens, marine equipment activity poses the risk of oil and fuel spills. Contaminants could include occasional or remote small spills of oil and fuel from operation of barges, support vessels, and gas-powered equipment on-water. An uncontained contaminant spill could cause direct mortality to fish, particularly in larval stages. Other effects could include long-term contamination of shallow water breeding areas that could affect fish reproduction for years as well as decreased phytoplankton numbers with a subsequent reduction both in fish and forage biomass. The use of barges and other vessels could also pose a risk for the introduction of invasive aquatic species, i.e. quagga mussel (*Dreissena bugensis*) and zebra mussel (*Dreissena polymorpha*), into the lake if one or more of the vessels already harbor such species.

Finding – For the reasons stated within the 2016 SEA/EIR, CVFPB finds that impacts on fisheries habitat generated from construction activities will be less-than-significant with implementation of mitigation.

Mitigation measures within the 2016 SEA/EIR would require the contractor to follow and comply with a Construction General Permit (CGP) and 401 permit. The CGP regulates storm water runoff from construction sites and contains and specifies implementation of Best management Practices (BMPs) as well as development a Stormwater Pollution Prevention Plan (SWPPP) that meets the CGP requirements. With implementation of the CGP, erosion control measures and turbidity measures would be implemented to reduce or avoid construction effects on fisheries.

Contamination from hazardous materials from construction equipment or fuels stored onsite could occur if spills or leaks occur. A Spill Prevention, Containment, and Cleanup Plan (SPCC) would be prepared to avoid or cleanup any such actions.

If the OILD is used for Rip rap disposal, turbidity, physical crushing, and underwater acoustic sound could directly impact fisheries.

To minimize effects, the contractor would be required to comply with Clean Water Act Section 401 requirements and maintain water quality standards. A silt curtain would be used, as well as trying to conduct in water work during low water elevations when possible. Acoustic noises are expected to not exceed noise thresholds and fish in the area would be expected to vacate or avoid the disturbances.

Lastly, prior to placement of barges and vessels in the water, the contractor would coordinate approval of such actions with CDFW in order to prevent introduction of exotic aquatic weed and invertebrate species.

As a result of mitigation measures, impacts to fisheries are considered less-than-significant.

### *Noise*

Effects of noise and vibration would be considered significant if the proposed project would result in any of the following:

- Substantial temporary, periodic, or permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- Exceedance of city of Folsom assessment standards outside of the City's exempt hours and permitted thresholds; or
- Exposure of people to or generation of ground-borne vibration or ground-borne noise levels that exceed California Department of Transportation's (Caltrans) recommended standards.

Short-term construction noise impacts are considered significant if construction generated noise levels exceed the applicable exterior noise standards of the City of Folsom (see Table 3.4 of the 2016 SEA/EIR) at times that are outside noise exempt hours (e.g. at times other than 7:00 AM to 6:00 PM on weekdays, and 8:00 AM to 5:00 PM on weekends) at nearby noise sensitive land uses.

Short and long-term vibration impacts would be significant if the project construction would expose sensitive receptors to or would generate vibration levels that exceed Caltrans recommended standard of 0.2 inch per second (in/sec) peak particle velocity (PPV) or the Federal Transit Administration's (FTA's) maximum acceptable vibration standard of 80 vibration decibels (VdB) at nearby sensitive land uses.

Impact – Construction equipment used for restoration activities related to the HRRRA, and the prison staging area could produce noise levels that potentially violate the city of Folsom’s noise standards during non-exempt noise hours.

Generated ground borne vibration from construction equipment is not expected to exceed Caltrans or FTA’s recommended standards and is therefore less-than-significant.

Findings – Based on reasons stated within the 2016 SEA/EIR, CVFPB finds that with implementation of mitigation measures, any potential construction activities conducted outside of the city of Folsom’s noise exempt hours would be reduced to less-than-significant.

Mitigation measures require the Contractor to request permission to work during non-exempt hours and receive approval by USACE. If approved, the Contractor would conduct noise level monitoring at various locations. If construction noise levels exceed noise thresholds for non-exempt hours, then the Contractor would cease work and couldn’t resume work until additional measures are developed where the Contractor demonstrates continued work will not exceed noise standards. In addition, a 24-hour noise complaint hotline will be maintained. Residents and businesses would be notified in advance of anticipated work and notifications would describe potential noise disruption and the steps to be taken to minimize the noise. As a result of these mitigation measures and others described in the Noise section 3.3.5 of the 2016 SEA/EIR, constructed activities conducted outside of exempt construction noise hours would be less-than-significant.

### *Recreation*

Effects on recreation would be considered significant if the proposed project would result in any of the following:

- Substantially restrict or reduce the availability or quality of existing recreational facilities and opportunities in the project vicinity;
- Implement operational or construction-related activities that would cause a substantial long-term disruption of any institutionally recognized recreational activities; or
- Displace recreation from sites due to construction such that it would substantially contribute to overcrowding or exceed the facility capacity at other recreation sites (including sites within the Folsom Lake State Recreation Area [FLSRA]).

Impact – Construction activities proposed within the HRRRA could temporarily affect the efficiency of public access to the FLSRA, within the Rossmoor Bar Park (a County park in the city of Rancho Cordova), and within a portion of the Class I bike path that runs along the north side of Folsom Lake Crossing.



Recreational fishing access within and immediately adjacent to the OILD site would be restricted if this site is used for the disposal of rip-rap removed from the HRRA. (Currently this site is inaccessible due to Phase IV construction activities and most likely won't be used afterwards due to security concerns)

If the OILD site is used for the disposal of rip-rap, those portions of the site where rip-rap is placed could also pose a limited safety hazard to vessels traversing the area following completion of the Phase V construction activities.

Guardrail construction would temporarily limit recreational use of the bike path to one lane.

Findings – Based on the reasons stated with the 2016 SEA/EIR, CVFPB finds that potential significant impacts will be reduced to less-than-significant with mitigation.

Mitigation measures would be implemented to ensure the public has access to recreational facilities while construction is occurring. This includes access to the bike trails, and Folsom Point. A temporary bridge exists that allows the public to access Folsom Point. This bridge will be removed and a temporary bypass will be created to allow continued access. In addition, the installation of guardrails would require closure of one bike lane on the class I bike bath on Folsom lake crossing. Flaggers and signs would be positioned to direct traffic and avoid safety issues. In regards to recreational activities (i.e. fishing) to the OILD site, the site is currently being used for Phase IV activities. Phase V would extend this restriction during construction activities. However, after completion of the JFP, the site could be accessed by boat. It is noted that security of the dam is maintained by the Bureau of Reclamation's Security, Safety, and Law Enforcement Office (SSLE) who may or may not provide further security measures.

Safety concerns may arise for the disposal of rip rap or due to the rip rap bands that will remain along shoreline of the HRRA. To minimize these concerns, hazard buoys and warning signs would be installed in Folsom Lake parallel to remnant bands of rip rap. The rip rap falls within the FLSRA which is managed by California Department of Parks and Recreation (State Parks). State Parks would be responsible for public safety after the completion of the JFP. The FLSRA also contains rules that could help minimize potential safety hazards such as limiting boat speeds to 5 mph when within 200 feet of the shoreline or when water levels fall below 400 feet, then limit boat speeds by 5 mph on the entire lake. In addition, USACE would provide State Parks with drawings showing the location of the remnant rip rap bands to allow for additional measures to ensure public safety.

As a result of implementation of mitigation measures, impacts concerning recreational access or safety hazards are considered less-than-significant.

### *Special Status Species*

Effects on special status species would be considered significant if the proposed project would result in any of the following:

- Direct or indirect reduction in the growth, survival, or reproductive success of species listed or proposed for listing as threatened or endangered under the Federal or State Endangered Species Acts
- Direct mortality, long-term habitat loss, or lowered reproduction success of Federally or State-listed threatened or endangered animal or plant species or candidates for Federal listing
- Direct or indirect reduction in the growth, survival, or reproductive success of substantial populations of Federal species of concern, State-listed endangered or threatened species, or species of special concern or regionally important commercial or game species
- Have an adverse effect on a species' designated critical habitat.

### *Birds*

Impact - Implementation of the Folsom JFP site restoration measures and the Rossmoor 14-Acre mitigation site (oak woodland restoration/mitigation) could result in direct and indirect impacts to Swainson's hawk, Cooper's hawk, and white-tailed kite at both project areas. The project could also adversely affect various nesting migratory birds at the Folsom JFP project area.

Finding – Based on the reasons stated with the 2016 SEA/EIR, CVFPB finds that potential significant impacts will be reduced or avoided to less-than-significant with mitigation.

Construction activities that could occur in the vicinity of a nest have the potential to result in forced fledging or nest abandonment by adults. To avoid fledging, preconstruction surveys would be conducted by a qualified biologist to determine if there are any active nests within 1,000 feet of the project areas. If nests are found, USACE will coordinate efforts with the appropriate resource agency (e.g. USFWS, CDFW) to determine the appropriate action. A buffer may be delineated and nest monitored if active. If nests are inactive, the nests may be removed with approval from the appropriate resource agency.

In addition, migratory birds such as cliff swallows, house finches, and a barn owl have been observed nesting underneath Folsom Point Bridge. To avoid impacting these nests, and any future nests, a qualified biologist would inspect the bridge for nests during the non-nesting season. Nests encountered would be subject to coordination with USFWS and CDFW and similar measures would be implemented to reduce impacts to migratory birds. In addition, if inactive nests are found and removed, then an exclusion barrier would be installed under the bridge to prevent further nesting.

### *Plant species*

Impact – The project could directly affect the habitat (elderberry shrubs) of the federally-listed Valley Elderberry Longhorn Beetle (VELB) at the Folsom JFP project area.

Finding – CVFPB finds that impacts to Valley Elderberry Longhorn Beetle will be less-than-significant-with-mitigation.

As discussed in the 2016 SEA/EIR, formal consultation under Section 7 of the Endangered Species Act was initiated with USFWS to assess potential impacts and required compensation (see Appendix E). USFWS issued the biological opinion (BO) for the proposed project on April 22, 2015 (see Appendix E) and determined that, while the proposed project would result in additional impacts to VELB, it would not jeopardize the continued existence of VELB. To minimize potential take of VELB, the following measures recommended by USACE, USFWS, and taken from the USFWS “Conservation Guidelines for the Valley Elderberry Longhorn Beetle,” July 1999 would be incorporated into the project:

- Elderberries shall be transplanted offsite to a USFWS approved mitigation bank.
- A minimum setback of 100 feet from the dripline of all elderberry shrubs will be established, if possible. If the 100 foot minimum buffer zone is not possible, the next maximum distance allowable will be established. Due to the limited space with the project area, it will be difficult to observe the required 100-foot radius buffer zone for protection of the elderberry shrubs.  
USACE is proposing a minimum 25- foot radius buffer zone, using k-rails for protection. These areas will be fenced, flagged and maintained during construction.
- Signs will be placed every 50 feet along the edge of the elderberry buffer zones. The signs will include: “This area is the habitat of the valley elderberry longhorn beetle, a threatened species, and must not be disturbed. This species is protected by the Endangered Species Act of 1973, as amended. Violators are subject to prosecution, fines, and imprisonment.” The signs should be readable from a distance of 20 feet and would be maintained during construction.
- Dust suppression measures will be used
- Construction representatives and contractor personnel will receive USFWS-approved worker environmental awareness training to ensure that workers recognize elderberry shrubs and VELB.
- USACE will purchase 6 credits at a USFWS approved conservation bank for Phase V site restoration
- Disturbed areas will be restored to pre-project conditions and reseeded with native grasses

Implementation of these protective measures will reduce impacts to the VELB and its habitat to less-than-significant.

### *Topography and Soils*

Effects on topography and soils would be considered significant if the proposed project would result in any of the following:

- Adversely change the elevation or surface relief of the area; or

- Result in substantial soil erosion or the loss of topsoil.

Impact – Restoration activities would result in substantial soil disturbance until construction activities are completed. Disturbed areas would be subject to erosion by wind and rainfall events.

Finding – Based on the discussion in the 2016 SEA/EIR, CVFPB finds that construction activities related to soil disturbance will be less-than-significant.

The Contractor would be required to implement dust suppression mitigation measures related to air quality, climate change, special status species as well as in accordance with USFWS (B.O.)/CDFW recommendations, SMAQMD’s recommended BMPs and other measures, and CVRWQCB’s 401 permit and CGP.

After completion of phase V work, disturbed areas will be reseeded with native grasses, forbs, and acorns will be planted in several areas. With implementation of the BMPs, as well as restoration of the site, potentially significant impacts would be reduced to less-than-significant.

### *Traffic*

Effects to traffic would be considered significant if the proposed project would result in any of the following:

- Substantially increase traffic in relation to existing traffic load and capacity of the roadway system;
- Substantially disrupt the flow and/or travel time of traffic;
- Exceed the Institute of Transportation Engineers (ITE) significance threshold of 50 or more new peak-direction trips during the peak hour; or
- Expose people to significant public safety hazards resulting from construction activities on or near the public road system.

Impact – Potential effects on traffic could occur at the Folsom JFP project area in the city of Folsom and at a mitigation site located within the Rossmoor Bar Park in Rancho Cordova. Traffic generated by the proposed action would result in growth in two categories: labor force accessing the project site on a daily basis, and truck trips from deliveries of fuel and/or materials.

Impact – After construction of the temporary bypass road, construction equipment and vehicles traveling on the proposed O&M Bench would occasionally have to cross the bypass road being used by vehicles travelling to or exiting from Folsom Point.

Impact - During installation of the guardrail, temporary closures of the northern (west bound) lane of Folsom Lake Crossing and the southern (east bound) lane of the bike trail on the north side of the road would occur. These closures would temporarily disrupt the flow of traffic on Folsom Lake Crossing near the construction zones and would increase travel times for vehicles using this segment of the roadway. It would also temporarily disrupt the flow of pedestrian and bike traffic on the bike path.

Finding – Based on reasons stated within the 2016 SEA/EIR, CVFPB finds that impacts will be considered less-than-significant with implementation of mitigation.

The increase in traffic due to the labor force is expected to represent less than a 1% increase in existing traffic load and capacity of the roadway system. Truck trips would not exceed the 50 new truck trips during peak hours. The contractor would be required to submit a traffic safety and management plan for approval from city of Folsom and USACE to address issues related to road closures, public notification and safety, haul routes, a tentative truck trip schedule and how to avoid impacting local traffic during peak hours.

During the guardrail installation, in addition to the traffic safety and management plan, the contractor would be required to obtain an encroachment permit from the city of Folsom and comply with all provisions.

The increase in truck traffic to access Rossmoor Bar park would be temporary and insignificant. It's estimated that initial construction activities necessary to establish the mitigation would take approximately 2-4 months. Per day, 3-4 worker vehicle trips with 6 additional trips for transportation of vegetation to site would be expected.

Therefore, all traffic activities related to the JFP and Rossmoor Bar Park are expected to be short term, temporary, and reduced to less-than-significant with mitigation.

### *Vegetation and Wildlife*

Effects on vegetation and wildlife would be considered significant if the proposed project would result in any of the following:

- Substantial loss, degradation, or fragmentation of any natural communities or wildlife habitat
- Substantial effects on a sensitive natural community, including Federally-protected wetlands and other Waters of the United States, as defined by 40 CFR Parts 110, 112, 116, 117, 122, 230, 232, 300, 302, and 401 and 33 CFR Part 328; or
- Substantial reduction in the quality or quantity of important habitat, or access to such habitat, for wildlife species.

Impact – Restoration activities would include earthwork and disposal activities. Earthwork activities would consist of excavating, grading and filling, and be required to achieve required topographic features for the HRRRA. These activities will impact a few relatively undisturbed areas. Wildlife utilizing and remaining in these undisturbed areas during construction activities could be harmed or killed.

Impact – Rip rap removal along the HRRRA shoreline will impact jurisdictional Waters of the US (WOUS) by converting .1 acres of WOUS to uplands.

Finding – Based on statements made in the 2016 SEA/EIR, CVFPB finds that the conversion of .1 acres of WOUS to uplands would be less-than-significant. Construction work on the north side of Dike 8 would restore .5 acres of upland to WOUS which exceeds the amount converted. In addition, no net loss of aquatic functions and services nor a decrease in the extent of WOUS following construction completion would occur. Therefore impacts to WOUS are considered less-than-significant.

Impact – Rip rap bands remaining along the HRRR shoreline could make access for wildlife more difficult.

Finding – CVFPB finds that impacts to wildlife access will be less-than-significant. Along the HRRR northern boundary (shoreline), there are areas in close proximity where rip rap does not block lake access. Wildlife would most likely utilize these areas instead and as such no significant impacts are expected.

Impact – If the MIAD East area is used for disposal of rip rap and phase IV material (i.e. soils, sediments, decomposed granite), then approximately 6.5 to 8 acres of previously restored groundcover would be impacted.

Finding – Based on statements within the 2016 SEA/EIR, CVFPB finds that impacts for disposal of materials at MIAD will be less-than-significant with mitigation. The Bureau of Reclamation previously completed construction and restoration work at the MIAD east area. Restoration consisted of USBR's contractor re-contouring the area and reseeding with native grasses and forbs. If the MIAD east area is used for phase V, activities would disturb this previously restored work. To mitigate for potential effects to vegetation and wildlife that could occupy the area, the Phase V contractor would reseed with native grasses and forbs. Fencing separating MIAD East and MIAD West would also be removed, and removal of the fence would re-establish a wildlife corridor between the HRRR and MIAD. In addition, the site could provide cover for certain wildlife. As a result, impacts to groundcover are considered less-than-significant.

Impact – Any disposal of rip rap at the OILD site would result in short term impacts to WOUS, fish, fish habitat, and other aquatic organisms.

Finding – CVFPB finds that impacts are addressed in the Fisheries section of this statement of findings, and impacts to fisheries would be less-than-significant.

CVFPB finds that impacts to vegetation and wildlife would be less-than-significant with mitigation. To avoid impacting nesting birds and raptors, preconstruction surveys would be conducted prior to work scheduled during the nesting season. If any breeding birds or active nests are discovered, a protective buffer will be delineated and the USFWS and CDFW would be consulted with for further actions. USFWS recommendations in the Coordination Act Report (CAR) would also be implemented where appropriate.

After completion of the project, the site would be reseeded. Any native trees or shrubs required to be trimmed or removed as part of the construction activities would require compliance with city and county ordinances and will be mitigated in accordance with the recommendations of the USFWS Coordination Act Report (CAR). With implementation of the USFWS mitigation measures, potential significant impacts are considered less-than-significant.

### *Water Quality*

Effects to water quality would be considered significant if the proposed project would result in any of the following:

- Violate any water quality standards or waste discharge requirements, create or contribute runoff water that would provide substantial additional sources of polluted runoff, or otherwise substantially degrade water quality;
- Substantially degrade surface water or groundwater quality such that it would substantially degrade water quality to the detriment of beneficial uses; or
- Substantially alter the existing drainage pattern of the site or area in a manner that would result in substantial erosion or siltation on or off the site, resulting in flooding on or off the site, or exceed the capacity of stormwater drainage systems.
- Have a substantial adverse effect on jurisdictional Waters of the United States through filling, dredging, or other means.

Impact – Restoration activities have the potential to temporarily increase erosion and turbidity during construction. There is a potential for introduction of contaminants into surface waters during construction via accidental spills/releases of fuels and oils. If OILD site is used for rip-rap disposal, there is the potential for temporary mobilization of sediments affecting turbidity, dissolved oxygen, pH, and water temperature, plus potential for release of various metals including mercury. Restoration activities would have a temporary direct impacts to anywhere from 2.8 acres to 3.6 acres of jurisdictional WOUS (Folsom Lake) by rip-rap removal and earthwork in HRRRA. A permanent direct impact to 0.1 acre of jurisdictional WOUS (Folsom Lake) in the HRRRA that would occur due to conversion to upland. However, 0.5 acre of jurisdictional WOUS (extension of Folsom Lake) would be restored within the HRRRA as part of the grading activities. If the OILD site is used for rip-rap disposal, temporary direct impacts to roughly 3 acres of WOUS (Folsom Lake) would occur.

Finding – For the reasons stated within the 2016 SEA/EIR, CVFPB finds that impacts to water quality and WOUS will be less-than-significant with mitigation. The contractor would be required to implement standard BMPs to avoid or minimize any effects of construction on surface waters as part of the SWPPP and National Pollution Discharge Elimination System (NPDES) (CGP) permit as well as comply with requirements set forth in the Section 401 Water Quality Certification (including associated Waste Discharge Requirement Order). A fuels spill management plan will be implemented to prevent spills and deal with spills, and construction equipment and vehicles will be frequently inspected and maintained. Where practicable, construction would be avoided during the wet season.

Where construction would directly impact WOUS, construction would be conducted “in the dry”. If the OILD site is used for riprap disposal, water quality monitoring would be conducted outside the mixing zone until disposal activities are complete. As a result of mitigation, obtaining the appropriate permits, and complying with all requirements set forth in the various plans, impacts to water quality and WOUS will be less-than-significant.

## **Cumulative Effects**

NEPA and CEQA require the consideration of cumulative effects of the proposed project combined with the effects of other projects in and around the project vicinity. The discussion identifies resource areas in which the impacts of the proposed action, when viewed together with other projects (past, present, and reasonably foreseeable future projects) could contribute to an impact that is “cumulatively considerable” within the meaning of NEPA and CEQA.

The proposed action overlap with ongoing Folsom JFP construction projects, Reclamation activities, and local roadway improvement projects that are in and around the vicinity of the Folsom Facility.

## *Air Quality*

The geographic scope of potential cumulative air quality impacts encompasses the immediate project vicinity for particulates and the Sacramento Valley Air Basin (SVAB) for criteria pollutants. The proposed action could overlap with future Folsom Dam improvement projects and roadway improvement projects that are in and around the vicinity of the Folsom Facility.

As a result of past, present, and future development projects within the SMAQMD jurisdiction, and the current nonattainment status of the SVAB for ozone and particulate matter, a potential for cumulative and thereby significant, air quality impact would occur. The SMAQMD evaluates air quality emissions on a project by project basis and not cumulatively, when assessing threshold compliances. If a project’s emissions are less than project threshold levels, it is included under State-wide thresholds, and the individual project is not cumulatively responsible for cumulative impacts from other projects.

Emissions from the proposed project actions are considered short-term and temporary. The proposed project actions would not produce emissions that are greater than the GCR de minimis values for criteria pollutants. Although the proposed action would generate some temporary combustion and dust emissions, these emissions do not exceed the thresholds of significance for the individual project and therefore, are not to be a cumulatively considerable adverse contribution to SVAB.

The proposed action would not contribute significant emissions to the air basin. The project’s emissions would be temporary and not generate any long-term air pollutants, would not exceed applicable project level thresholds of significance, and would not substantially contribute to AAQS. In addition the proposed action would incorporate basic construction emissions control practices.



## *Climate Change*

The geographic scope of potential cumulative climate change impacts encompasses the Sacramento Valley Air Basin (SVAB) for GHGs. The proposed action could overlap with future Folsom Dam improvement projects and roadway improvement projects that are in and around the vicinity of the Folsom Facility.

With respect to global warming, CO<sub>2</sub> is tracked as a contributor to GHG emissions. The SMAQMD has emissions models for projects in the Sacramento Valley area. These models calculate air emissions based on construction phase, duration, type of equipment, project area, and other input criteria. The proposed action would generate GHG emissions predominantly in the form of CO<sub>2</sub>. CO<sub>2</sub> emissions would be generated from combustion sources including operation of construction equipment, construction and worker vehicles, and haul trucks. Construction emissions of CO<sub>2</sub> would be short-term and temporary. GHG Project emissions would be mitigated with the purchase of credits to offset GHG emissions when necessary to reduce impacts to less-than-significant. In addition, the JFP's objective is to provide flood risk reduction and dam safety benefits, which will prevent release of CO<sub>2</sub> emissions by preventing the loss of infrastructure due to flooding. Furthermore, Reclamation construction activities consist of improving dam safety, reducing static, and seismic risks. When these construction activities are combined, the short-term, temporary emissions would be less than the large amount of CO<sub>2</sub> emissions potentially generated in the future by not having the JFP in place. All of the projects listed above would be subject to the same regional and statewide GHG regulations. Therefore, cumulative increases in GHG emissions and conflicts with state goals would be less-than-significant.

## *Cultural Resources*

The geographic scope of potential cumulative cultural resources impacts encompasses the area around Folsom Lake. The proposed action could overlap with ongoing and future Folsom Dam improvement projects that are in and around the vicinity of the Folsom Facility.

Cumulative impacts to cultural resources would be primarily related to individual ground disturbance sites, with potential regional implications for sites if they are considered as part of a historic district, landscape, or multiple sites that may be ethnographically significant, as well as to other construction projects that could occur during the same timeframe as those considered for this study and within the same vicinity as this study. These projects may include the other phases of the Folsom Dam Safety and Flood Damage Reduction Project, the Folsom Dam Water Control Manual Update, and the Folsom Dam Raise Project. However, individual projects would implement separate mitigation measures that would address the effects that may be caused by these projects.

There is one known cultural resource eligible for listing in the NRHP located within the Area of Potential Effects (APE) for the current proposed project; the Folsom Lake Dikes (CA-SAC-1103H). However, it has been determined that the Folsom Lake Dikes would not be adversely affected by the proposed project due to the fact that they have undergone extensive alteration since their construction and the proposed project would result in only minor changes to the visual setting of the Dikes and would not affect their form or function in any way.

If other potentially significant cultural resources were discovered as a result of project activities, mitigation measures could be implemented to reduce impacts to those resources. However, although mitigation would be implemented to reduce effects on potentially significant cultural resources, adverse effects, particularly on archaeological resources, may still occur. These effects would be addressed on a project-specific basis with the goal of reducing any significant adverse effects to less-than-significant.

### *Traffic*

The geographic scope of potential cumulative traffic impacts encompasses the roadways in the project region where traffic generated by multiple projects would interact with the public on a cumulative basis. The proposed action could overlap with future Folsom Dam improvement projects and roadway improvement projects that are in and around the vicinity of the Folsom Facility. It is expected that traffic effects from the other projects would be similar to the proposed action in that effects are expected primarily from the hauling of equipment and material to and from the proposed project sites and the daily commutes of the workers on-site.

Continued construction activities and the requisite additional traffic demands due to labor force access and materials deliveries are expected to be ongoing; however, they are considered minor in nature and do not substantially affect the existing traffic patterns or operation. The proposed construction activities would be sequenced, and concentrated traffic volumes would not be allowed for isolated durations. Additionally, local and state government roadway improvements and maintenance projects are anticipated to provide improvements to the network. Each of the related projects listed above would perform a similar analysis, and would reduce any cumulative effects to less-than-significant. For the reasons stated above, cumulative traffic and circulation impacts for this project will remain less-than-significant.

### *Water Quality*

The geographic scope for the potential cumulative water quality impacts encompasses Folsom Lake and the American River. The proposed action could overlap with future Folsom Dam improvement projects which have the potential to create storm water runoff that could be discharged to the lake.

Clearing, grading, and excavation work could increase the potential for soil erosion and subsequent turbidity, which would affect water quality. During the rainy season, stormwater runoff from disturbed soils may contain high levels of suspended sediments. Together, these projects could potentially result in a cumulative effect on water quality.

The analysis results for potential impacts from the proposed action were less-than-significant; thus, these activities would not contribute to cumulative effects on water quality.

Implementation of the appropriate mitigation measures (avoidance and minimization measures) for each of these identified projects and appropriate monitoring and testing, along with the mitigation measures for the proposed action, would ensure that the potential cumulative effects on water quality would be less-than-significant.

*Growth-Inducing Effects*

The proposed action would not directly remove obstacles to growth, result in population increases, or encourage and facilitate other activities that could significantly affect the environment. New development must be consistent with existing City and County general plan policies and zoning ordinances regarding land use, open space, conservation, flood protection, and public health and safety. Local population growth and development would be consistent with the most current Land Use Element of the County of Sacramento General Plan.

The Folsom JFP project area is zoned specifically for flood control activities and recreation. The Rossmoor Bar Park is zoned specifically for recreation. These land uses would not change due to the construction of the proposed project, or any of the related projects in the area. In addition, construction, operation, and maintenance of the improvements would not result in a substantial increase in the number of permanent workers or employees. Therefore, the project will not have a significant impact on growth or development downstream.

**ADOPTION OF FINDINGS BY THE CVFPB**

The CVFPB hereby formally adopts the findings set forth herein.

By: \_\_\_\_\_ Date: \_\_\_\_\_  
William H. Edgar  
President

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Jane Dolan  
Secretary