AND SO THE TRAILS SURROUNDING THE PROJECT NEED TO BE LOOKED AT TO BRING THEM UP TO MINIMUM STANDARDS IF THEY'RE GOING TO INCREASE THE USE OF THESE TRAILS, WHICH OBVIOUSLY IT WILL.

AND, YOU KNOW, AS A NUMBER OF GROUPS, THE SILLLER BERNARD, THE WENDELL ROBIE FOUNDATION, AND JUST ABOUT EVERY OTHER GROUP THAT, YOU KNOW, THAT I HAVE BELONGED TO WOULD SUPPORT THE PROJECT GENERALLY WITH THE PROPER MITIGATIONS, AND I THINK THAT'S VERY IMPORTANT.

MR. HALL: THANKS, JIM.

T-7 BILL PRYOR, FOLLOWED BY TIM WOODALL.

MR. PRYOR: THANK YOU FOR THE OPPORTUNITY TO ADDRESS YOU TONIGHT. I'M BILL PRYOR. I'M WITH THE WESTERN STATES TRAIL FOUNDATION, AND WE ARE HERE TO TALK ABOUT THE LOSING OF THE TRAIL FROM AUBURN TO COOL.

WE DISAGREE WITH SOME OF THE ISSUES THAT WERE

T-7.A TAKEN IN THE EIR/EIS ABOUT IT NOT BEING A SIGNIFICANT IMPACT. IT IS VERY SIGNIFICANT TO ALL USER GROUPS WHO USE THE CANYON.

WE REALIZE THAT RESTORING OF THE RIVER AND THE WATER FOR PLACER COUNTY IS IMPORTANT. WE WOULD JUST LIKE TO SEE DUE CONSIDERATION TO EVERY USER GROUP THAT'S DOWN THERE.

AS FAR AS THE -- DURING THE CONSTRUCTION,

T-7.B ANOTHER THING THAT WAS BROUGHT UP IN THE EIR WAS THAT

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

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

ACCESS TO THE TRAILS, NOT ONLY THE WESTERN STATE TRAIL BUT OTHER TRAILS, WOULD BE RESTRICTED. WE WOULD LIKE TO BE INFORMED OF HOW THOSE RESTRICTIONS WILL BE IMPLEMENTED, WHO WILL BE PUTTING THEM TOGETHER, AND TO WORK WITH WHATEVER AGENCIES ARE INVOLVED IN THAT TO MAKE SURE THAT WE KEEP THE TRAILS OPEN AS MUCH AS POSSIBLE.

THANK YOU.

MR. HALL: THANK YOU, BILL.

KEN WOODALL, FOLLOWED BY DAVE KASBERG.

T-8 MR. WOODALL: THANK YOU. I'M TIM WOODALL. I'M THE PRESIDENT OF PROTECT AMERICAN RIVER CANYONS. AND FIRST AND FOREMOST I WANT TO SAY CONGRATULATIONS AND THANK YOU FOR A JOB WELL DONE.

I THINK OVERALL, LOOKING AT THE BIG PICTURE,

T-8.A YOU'VE COME UP WITH A VERY COMMENDABLE PLAN. THE DESIGN OF THE PROPOSED PROJECT IS AGAIN, AS A WHOLE, I THINK A SOLID DESIGN, A VERY WELL-THOUGHT OUT DESIGN. AND THE ENVIRONMENTAL IMPACT STATEMENT -- ENVIRONMENTAL IMPACT REPORT SEEMS TO HAVE THOROUGHLY BEEN PREPARED AND, AS A WHOLE, IS A VERY GOOD DOCUMENT, AND THE PARC STRONGLY ENDORSES THE PROPOSED PROJECT.

HAVING SAID THAT, I DO HAVE SOME COMMENTS. FIRST OF ALL, AGAIN IN LINE WITH OUR THINKING THAT THIS IS A GREAT PROJECT, I WANT TO SAY THAT THIS CLEARLY IS AN ENVIRONMENTALLY SUPERIOR WAY OF PERMITTING, THROUGH

A. Project support noted.

1 THE PLACER COUNTY WATER AGENCY, TO SATISFY ITS WATER
2 RIGHTS. IT DOES HAVE EXISTING RIGHTS IN THE AMERICAN
3 RIVER, AND THIS IS THE -- BY FAR THE ENVIRONMENTALLY
4 SUPERIOR WAY TO SATISFY THOSE RIGHTS.
5 WHEN YOU THINK ABOUT WHAT THE ORIGINAL AND
6 STILL THREATENED IDEA WAS FOR SATISFYING THOSE WATER
7 RIGHTS, I WOULD SAY WE SHOULD ALL BE EXTREMELY THANKFUL
8 FOR THIS PROPOSAL AND FOR SATISFYING THOSE RIGHTS THIS
9 WAY.
10 IT'S ALSO A GOOD THING THAT THIS PROJECT WILL
11 ELIMINATE THE SAFETY HAZARD THAT THE BYPASS TUNNEL
12 REPRESENTS. THANK GOD NOBODY HAS DIED IN THAT TUNNEL
13 YET, BUT THAT IS A VERY REAL POSSIBILITY. IT COULD
14 HAPPEN, AND IT WILL BE GOOD TO HAVE THAT THREAT
15 ELIMINATED.
16 IT'S ALSO A GOOD THING THAT THIS PROJECT IS
17 GOING TO RESTORE THE RIVER TO A NATURALLY APPEARING AND
18 A NATURALLY FUNCTIONING RIVER CHANNEL. AND IN THE
19 PROCESS, OF COURSE, THAT'S GOING TO GREATLY ENHANCE THE
20 RIVER'S FISH AND WILDLIFE VALUES, THE SCENIC VALUE OF
21 THE RIVER AND CANYON, AND RECREATIONAL VALUES OF THE
22 CANYON AND RIVER.
23 I'M GLAD TO SEE THAT THE PROJECT PROPONENTS
24 ARE TAKING THIS PART OF THE PROJECT DESIGN SERIOUSLY,
25 AND THEY REALLY WANT TO CREATE A NATURALLY FUNCTIONING

1 AND APPEARING STABLE RIVER CHANNEL. THAT'S A VERY GOOD
2 THING.
3 THE RECREATIONAL ACCESS COMPONENTS OF THE PLAN
4 ARE ALSO APPROPRIATE. I WAS ACTUALLY, AFTER HAVING READ
5 THROUGH THE DRAFT PLAN, I WAS VERY PLEASED TO SEE THAT
6 THE DESIGN COMPONENTS FOR RECREATIONAL ACCESS AND USE OF
7 THE RIVER CANYON AND THIS PART OF THE CANYON ARE VERY
8 MUCH IN LINE WITH VERY CLOSE TO WHAT PARC HAS BEEN
9 ADVOCATING FOR QUITE A FEW YEARS NOW. THIS IS WHAT WE
10 HAD IN MIND, BY AND LARGE, WITH REGARD TO THE
11 RECREATIONAL COMPONENTS OF THE PLAN.
12 IT WILL BE WONDERFUL TO HAVE VEHICULAR ACCESS
13 POSSIBLE TO THIS PART OF THE CANYON. IT'S RIGHT ON THE
14 EDGE OF THE CITY OF AUBURN. PEOPLE WHO LIVE HERE ARE
15 GOING TO BENEFIT GREATLY BY BEING ABLE TO GET INTO THIS
16 CANYON MORE EASILY.
17 IT'S GOING TO CREATE AND MAKE VERY FEASIBLE A
18 NICE, SHORT, EASY BOATING EXPERIENCE FROM THE CONFLUENCE
19 OF THE NORTH AND MIDDLE FORKS DOWN TO THE DAM SITE OR A
20 LITTLE FURTHER DOWN TO OREGON BAR, WITH VEHICULAR ACCESS
21 TO MAKE THAT A DOABLE THING FOR FOLKS WITHOUT SPENDING
22 THE ENTIRE DAY AT IT. SO, THAT'S A GOOD THING. WE'RE
23 HAPPY WITH THAT.
24 AND WE'RE ALSO HAPPY WITH THE FACT THAT
25 THERE'S NOT A PLAN TO CREATE A DISNEYLAND-TYPE PARKING

LOT IN THE CANYON. THAT'S NOT SOMETHING THAT WE THINK IS THE BEST INTEREST OF THE CANYON OR THE ENVIRONMENT OR THE COMMUNITY, QUITE FRANKLY. I THINK WE'RE GOING TO BE ABLE TO RETAIN THE PRIMITIVE FEEL FOR THE CANYON AND RESPECT THE ENVIRONMENTAL VALUES OF THE CANYON, AND THAT ALSO IS A VERY GOOD THING.

SO, AGAIN, CONGRATULATIONS. THANK YOU. IT'S A GREAT PROPOSAL. WE, AS WELL AS MANY OF THE PEOPLE IN THIS ROOM, HOWEVER, STILL ARE CONCERNED ABOUT THE

T-8.B CLOSURE OF THE AUBURN -- AUBURN TO COOL TRAIL THROUGH THE DAM SITE. WE AGREE THAT'S VERY SIGNIFICANT IMPACT, AND I THINK THE ENVIRONMENTAL DOCUMENT DOES IDENTIFY THIS AS A SIGNIFICANT IMPACT.

WE DISAGREE, HOWEVER, THAT IT'S AN UNAVOIDABLE IMPACT AND THERE ARE NO FEASIBLE MITIGATION MEASURES. THERE ARE, WE BELIEVE, FEASIBLE MITIGATION MEASURES. WE FEEL THOSE SHOULD BE ANALYZED AND ADDRESSED.

WE THINK THE PEDESTRIAN BRIDGE IS THE BEST ALTERNATIVE TO PRESERVING THAT TRAIL CONNECTOR. WE WOULD LIKE TO SEE IT HAPPEN NOW, IF AT ALL POSSIBLE. AUBURN STATE RECREATION PLANNING PROCESS IS ANOTHER POSSIBLE VENUE FOR THAT TO OCCUR, BUT WE FEEL THIS IS THE BEST AND IDEAL TIME TO LOOK AT THAT AND HOPEFULLY TO MAKE THAT POSSIBLE. A FORD OF THE RIVER IS ANOTHER POSSIBILITY. WE THINK THE PEDESTRIAN BRIDGE PROVIDES A

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

1 SUPERIOR MEANS OF ALLOWING ALL RECREATIONAL USERS TO
2 CONTINUE TO USE THAT TRAIL.
3 SO, IN CLOSING, I WANT TO SAY THANK YOU ALL
4 FOR COMING OUT. IT'S GREAT TO SEE THIS KIND OF TURNOUT.
5 IT DEMONSTRATES HOW IMPORTANT THIS PARTICULAR PROJECT IS
6 TO THIS COMMUNITY, AND I WANT YOU ALL TO STAY TUNED, AND
7 LET'S MAKE SURE THAT THIS THING GETS CARRIED THROUGH AS
8 IT SHOULD.
9 THANK YOU.
10 MR. HALL: THANKS, TIM.
11 DAVE KASBERG, FOLLOWED BY JAY SHUTTLEWORTH.
T-9
12 MR. KASBERG: HI, MY NAME IS DAVE KASBERG.
13 I'M AN AUBURN RESIDENT OF 15 YEARS, AND I LIVE RIGHT OFF
14 OF MAIDU, SO THIS HAS BEEN MY PLAYGROUND FOR BIKING AND
15 HIKING FOR ALMOST THAT TIME, SINCE IT'S BEEN LEGAL AT
16 LEAST.
17 SO, MY -- I'M SORT OF TORN BETWEEN THIS WHOLE
18 PROPOSAL. AS FAR AS THE PARKING LOTS DOWN THERE, MAIDU
19 DRIVE RESIDENT -- AND BASED ON THE NUMBER OF MAIDU DRIVE
20 RESIDENTS HERE, I'M CURIOUS WHETHER ALL THE RESIDENTS IN
21 THOSE NEIGHBORHOODS HAVE BEEN INFORMED OF THE POSSIBLE
22 AND POTENTIAL IMPACT OF THE INCREASED TRAFFIC TO THOSE
23 PARKING LOTS.
24 SO, MY MAIN CONCERN IS HAVE WE ACTUALLY
25 EVALUATED, WITH ALL THESE OTHER GROUPS, SORT OF JUMPING

T-9.A

ON THE BANDWAGON FOR THE PARKWAY AND ALL THAT, THAT THE LONG-TERM IMPACT OF MAIDU DRIVE AND THE RESIDENTS THERE, IT'S CLEARLY BEEN STUDIED?

ONE OF MY MAIN CONCERNS IS THAT THE BOTTOM OF MAIDU DRIVE RIGHT NOW IS SORT OF AN AREA ON FRIDAY AND SATURDAY NIGHTS THAT YOU POSSIBLY DON'T WANT TO GO THERE DUE TO TEENAGE DRINKING AND STUFF LIKE THAT.

T-9.B

AND IF THESE PARKING LOTS ARE LEFT OPEN DURING THE EVENINGS, THAT THAT POSSIBLY WOULD LEAD TO MORE ACTIVITY OF THAT SORT. AND I DIDN'T SEE ANYTHING IN THE IMPACT REPORT OF WHO WOULD BE POLICING THIS AREA -- WHETHER THEY'RE CLOSED AT NIGHT, AND WHETHER POLICED DURING THE DAY.

ANYWAY, THAT'S MY COMMENTS.

MR. HALL: THANKS A LOT, DAVE.

JAY SHUTTLEWORTH, FOLLOWED BY ALAN SHUTTLEWORTH.

T-10

MR. SHUTTLEWORTH: HI, GOOD EVENING. THANK YOU FOR THE OPPORTUNITY TO TALK.

I WANT TO TAKE PERHAPS A LITTLE BIT OF A PHILOSOPHICAL APPROACH TO THIS. I VOLUNTEERED OVER THE SUMMER FOR THE LAST TWO YEARS WITH THE BUREAU OF LAND MANAGEMENT ON PRESERVATION PROJECTS ON THE UPPER NORTH FORK REGION. AND AS FAR AS PERHAPS SOMETHING THAT'S BEEN ON OUR MIND, BUT REALLY HASN'T COME UP YET, I'D

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

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

1 LIKE TO TALK A LITTLE BIT ABOUT THE SYMBOLIC VALUE OF
2 THE DIVERSION DAM -- THE DIVERSION TUNNEL CLOSING ON THE
3 FUTURE AUBURN DAM PROJECT.
4 I SEE THE DIVERSION TUNNEL CLOSING
5 REPRESENTING PERHAPS TWO POSITIVE THINGS. FIRST OF ALL,
6 IT AFFIRMS THAT THE MAIN REGIONS OF A POTENTIAL AUBURN
7 DAM, MIDDLE OF THE NORTH FORK, WESTERN TRAIL,
8 HISTORICAL, STEVENS TRAIL WOULD BE PERHAPS BETTER
9 APPRECIATED, THEREFORE BETTER PRESERVED, AND I THINK
10 THAT'S OUTSTANDING.
11 BUT, AGAIN, MOST SIGNIFICANTLY, IT SIGNALS A
12 WAY THAT WE ARE PERHAPS CHANGING OUR VIEWS ON HOW WE USE
13 OUR EARTH, HOW WE PERHAPS LIVE, ET CETERA. THE VERY
14 NEAR FUTURE WE MAY WONDER WHERE OUR BEAUTIFUL PLACES
15 HAVE GONE AS WE JUST HAVE A VIEW OF PERHAPS OIL DERRICKS
16 AND SUV'S.
17 AGAIN, I THINK CLOSING OUR RIVERS -- FLOODING
18 OUR CANYONS, PERHAPS WOULD REPRESENT, AS YOU WOULD SAY,
T-10.A 19 TUNNEL VISION. SORRY ABOUT THAT. BUT, AGAIN, CLOSING
20 THE DIVERSION DAM DOES REPRESENT A STEP IN THE RIGHT
21 DIRECTION TOWARDS WHAT I WOULD SAY IS A HEALTHIER LIFE
22 PHILOSOPHY.
23 THANK YOU.
24 MR. HALL: THANK YOU.
25 ALAN SHUTTLEWORTH.

A. Project support noted.